NACOmatic

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OR Min Alt#1 - 5
OR Min TO#1 - 14
3S8 - 94
9S9 - 120
AST - 40
BDN - 59
BKE - 55
BNO - 65
CVO - 68
DLS - 274
EUG - 78
GCD - 99
HIO - 177
HRI - 96
LGD - 114
LKV - 117
LMT - 102
MFR - 131
MMV - 126
ONO - 165
ONP - 146
OTH - 153
PDT - 169
PDX - 192
RBG - 255
RDM - 243
S12 - 38
S21 - 271
S33 - 123
S39 - 238
SLE - 258
SPB - 268
TMK - 278
TTD - 232
UAO - 48

Kindle-DX Index; by-City, by-AptID Use "Menu", then "Goto Page

OR Mins - Alternates #1 - 5
OR Mins - Take-Off #1 - 14
ALBANY ..... S12 - 38
ASTORIA ..... AST - 40
AURORA ..... UAO - 48
BAKER CITY ..... BKE - 55
BEND ..... BDN - 59
BURNS ..... BNO - 65
CORVALLIS ..... CVO - 68
EUGENE ..... EUG - 78
GRANTS PASS ..... 3S8 - 94
HERMISTON ..... HRI - 96
JOHN DAY ..... GCD - 99
KLAMATH FALLS ..... LMT - 102
LA GRANDE ..... LGD - 114
LAKEVIEW ..... LKV - 117
LEXINGTON ..... 9S9 - 120
MADRAS ..... S33 - 123
MC MINNVILLE ..... MMV - 126
MEDFORD ..... MFR - 131
NEWPORT ..... ONP - 146
NORTH BEND ..... OTH - 153
ONTARIO ..... ONO - 165
PENDLETON ..... PDT - 169
PORTLAND ..... HIO - 177
PORTLAND ..... PDX - 192
PORTLAND ..... TTD - 232
PRINEVILLE ..... S39 - 238
REDMOND ..... RDM - 243
ROSEBURG ..... RBG - 255
SALEM ..... SLE - 258
SCAPPOOSE ..... SPB - 268
SUNRIVER ..... S21 - 271
THE DALLES ..... DLS - 274
TILLAMOOK ..... TMK - 278

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[12]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[12]**
VOR-A[13]
VOR/DME Rwy 13[24]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME — ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME — ALTERNATE MINIMUMS

BUFFALO, WY
JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31**[1]
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID
BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA
SKAGIT RGNL ..... **NDB Rwy 10**[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR
BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT
BERT MOONEY ..... **ILS Y Rwy 15**[1]
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID
CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY
CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

CHEYENNE, WY
CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27**[1]
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY
YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22**[1]
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID
COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR
CORVALLIS MUNI ..... **RNAV (GPS) Rwy 35**[1]
VOR-A[2]
[1]NA when local weather not available.
[2]Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA
DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT
DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY
CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA
ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA
BOWERS FIELD ..... **RNAV (GPS) Rwy 25**[1]
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]

NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET FIELD ..... **ILS or LOC/DME Rwy 16R**[1]
ILS or LOC/DME Rwy 16L[1]
RNAV (GPS) Rwy 34R[2]
VOR-A[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY ..... **ILS or LOC Rwy 34**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/ GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID

GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID

FRIEDMAN MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27**[12]
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24**[1]
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20**[1]
LOC BC Rwy 2[2]
RNAV (GPS) Y Rwy 2[3]
RNAV (GPS) Y Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1**[1]
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2**[1]
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8[1]**
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B[1]**
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16[1]**
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14[12]**
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Z Rwy 11[1]**
RNAV (GPS)-D[2]
RNAV (GPS) Y Rwy 11[34]
RNAV (RNP) Z Rwy 11[2],800-2½
VOR/DME-A[5]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.
[3]NA when local weather not available.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, 2000-2; Categories C, D, 2000-3.
[6]Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R[1]**
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]
[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]
[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]
[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L**[1]
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[5]
RNAV (GPS) Rwy 12[6]
RNAV (GPS) Rwy 28L[5]
RNAV (GPS) Rwy 28R[5]
VOR/DME Rwy 21[5]
VOR-A[7]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A, B, C, 900-2; Category D, 1000-3; Category E, 1200-3.
[3]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3; Category E, 1200-3. LOC, Category D, 1000-3; Category E, 1200-3.
[4]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]NA when local weather not available.
[7]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,** 800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22**[1]
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16**[1]
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19**[1]
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31**[12]
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

23 SEP 2010 to 21 OCT 2010
23 SEP 2010 to 21 OCT 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

23 SEP 2010 to 21 OCT 2010

NAME	TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME	TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence... ...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

BILLINGS, MT
BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID
MCCARLEY FIELD
DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID
BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)
DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID
BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT
GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA
BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY
JOHNSON COUNTY
TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID
BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.
DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.
NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above9000.

23 SEP 2010 to 21 OCT 2010

DEER PARK, WA

DEER PARK (DEW)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)
AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD (EUG)
AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb heading 163° to 1000 then climbing right turn...**Rwys 34L, 34R,** climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L,** multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. **Rwy 16R,** tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. **Rwy 34L,** tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. **Rwy 34R,** tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, up to 140' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098

Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL

NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)

AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…

…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR
ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.
NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA
TRI-CITIES
DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON,OR
EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)
DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.
NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY
PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT
SHER-WOOD
NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)
DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT
POLSON
TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.
DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.
NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT
POPLAR MUNI (PO1)
ORIG 10266 (FAA)
NOTE: **Rwy 9,** trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA
PORT ANGELES CGAS
DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL
DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 355' per NM to 700. **Rwy 10L,** std. w/ min. climb of 280' per NM to 2900. **Rwy 10R,** std. w/ min. climb of 265' per NM to 2900. **Rwy 21,** std. w/ min. climb of 290' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence … **Rwy 21,** climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. **Rwy 10L,** vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. **Rwy 10R,** pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. **Rwy 21,** trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. **Rwy 28L,** trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. **Rwy 28R,** building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME…

…all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)

AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...

...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

23 SEP 2010 to 21 OCT 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

23 SEP 2010 to 21 OCT 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . . . . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . . . . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

23 SEP 2010 to 21 OCT 2010

SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)

AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 190° and GEG R-010 to GEG VORTAC. Thence...**Rwy 7,** climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence...**Rwy 21,** climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...**Rwy 25,** climbing left turn heading 176° and GEG R-356 to GEG VORTAC. Thence...

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

23 SEP 2010 to 21 OCT 2010

TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

23 SEP 2010 to 21 OCT 2010

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.
NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.
MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.
CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.
TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.
DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

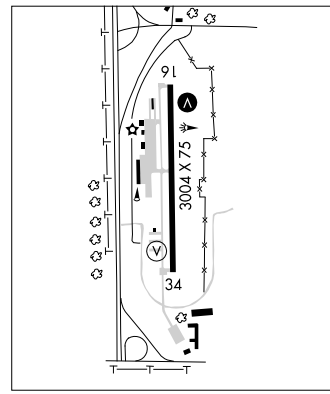
TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.
DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

23 SEP 2010 to 21 OCT 2010

AGGET N44°40.56′ W124°03.92′. NOTAM FILE ONP. SEATTLE

NDB (LOM) 350 ON 158° 5.8 NM to Newport Muni. Unusable 360°–150°.

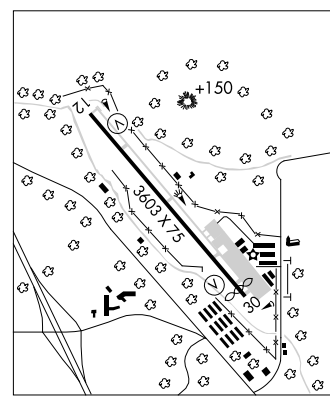
ALBANY MUNI (S12) 3 E UTC−8(−7DT) N44°38.27′ W123°03.57′ SEATTLE
226 B S4 **FUEL** 100LL OX 3 NOTAM FILE MMV L–1B
RWY 16–34: H3004X75 (ASPH) S–30, D–43, 2D–71 MIRL IAP
RWY 16: VASI(V4L)—GA 4.0° TCH 29′. Road.
RWY 34: REIL. VASI(V2L)—GA 4.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. Twy marked by reflectors. ACTIVATE VASI Rwy 16—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CASCADE APP/DEP CON** 127.5 (1400–0730Z‡)
SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.
CORVALLIS (H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ 032° 13 NM to fld. 241/18E.



ALKALI LAKE STATE (RØ3) 8 N UTC−8(−7DT) N43°05.24′ W119°58.56′ KLAMATH FALLS
4312 TPA—5312(1000) NOTAM FILE MMV
RWY 18–36: 6100X150 (GRVL)
AIRPORT REMARKS: Unattended. Livestock frequently on rwy. Windsock midfield west side.
COMMUNICATIONS: CTAF 122.9

ARLINGTON MUNI (1S8) 1 NE UTC−8(−7DT) N45°42.99′ W120°10.07′ SEATTLE
890 NOTAM FILE MMV
RWY 06–24: 5000X50 (DIRT)
RWY 24: Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 06–24 loose gravel on surface, center portion grvl, surface rough due to bunch grass growth.
COMMUNICATIONS: CTAF 122.9

ASHLAND MUNI–SUMNER PARKER FLD (SØ3) 2 E UTC−8(−7DT) KLAMATH FALLS
N42°11.42′ W122°39.64′ L–2I
1885 B S4 **FUEL** 100LL, JET A OX 2 TPA—2900(1015)
NOTAM FILE MMV
RWY 12–30: H3603X75 (ASPH) S–15 MIRL
RWY 12: VASI(V2L)—GA 3.75° TCH 37′. Trees.
RWY 30: REIL. VASI(V2L)—GA 4.0° TCH 22′. Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Attended Oct–Apr Mon–Sat 1600–0100Z‡, May–Sep Mon–Sat 1600–0200Z‡, Sun 1700–0100Z‡. 24 hr credit card fuel. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 12–30, and REIL Rwy 30—CTAF. VASI Rwy 12 and Rwy 30 opr 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 128° 20.7 NM to fld. 2083/19E. **HIWAS.**



VOR/DME CVO 115.4 Chan 101	APP CRS 032°	Rwy Idg N/A TDZE N/A Apt Elev 223

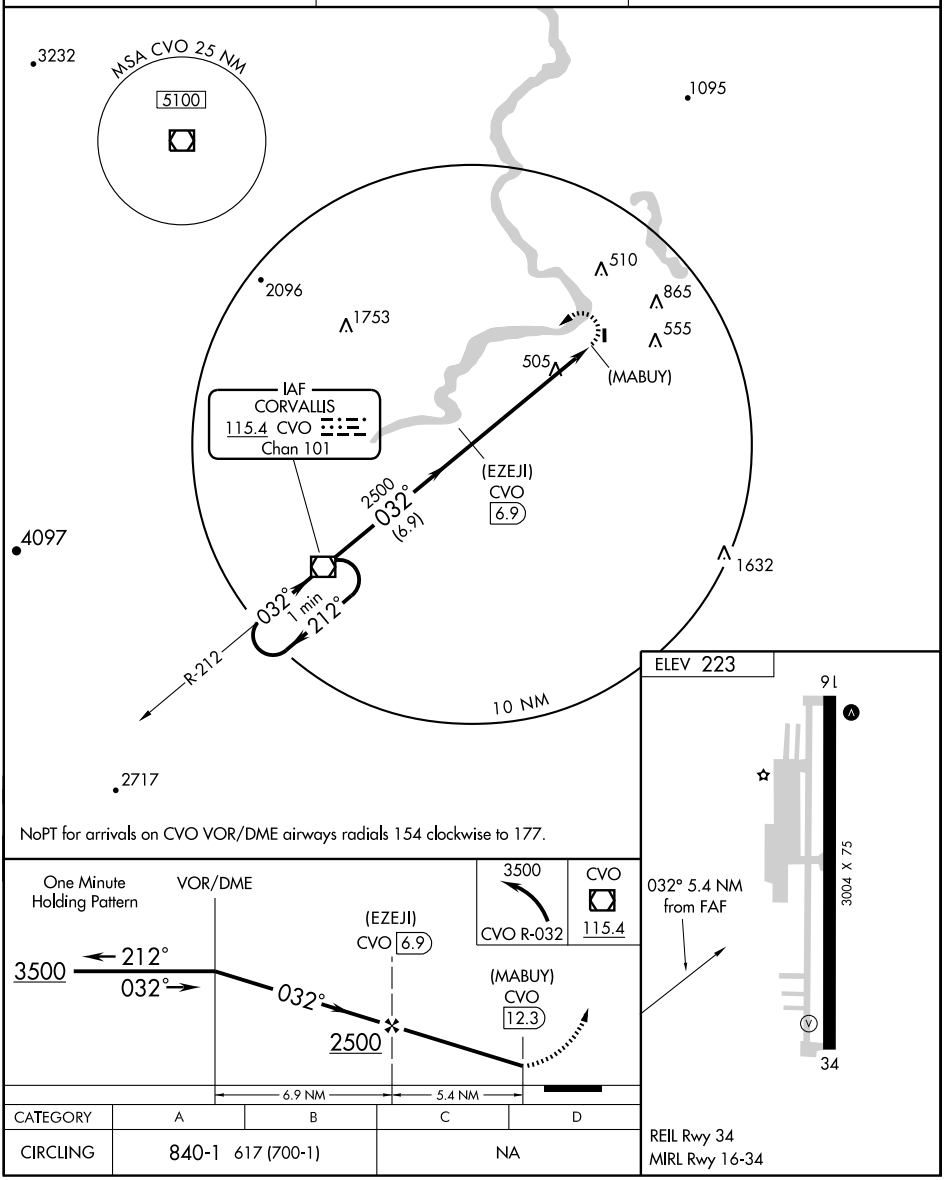
VOR/DME or GPS-A

ALBANY MUNI (S12)

Use Corvallis altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 via CVO R-032 to CVO VOR/DME and hold.

CORVALLIS AWOS-3 135.775	CASCADE APP CON ★ 127.5 348.7	UNICOM 122.8 (CTAF)

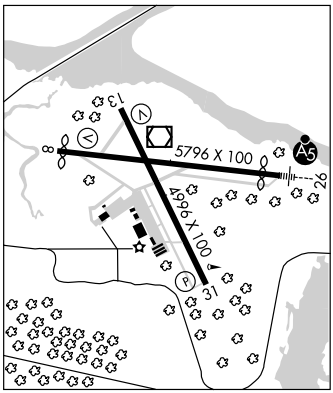


CATEGORY	A	B	C	D
CIRCLING	840-1 617 (700-1)		NA	

REIL Rwy 34
MIRL Rwy 16-34

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ASTORIA RGNL (AST) 3 SW UTC−8(−7DT) N46°09.48′ W123°52.72′ **SEATTLE**
15 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE AST **H–1B, L–1C**
RWY 08–26: H5796X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL **IAP**
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 51′. Thld dsplcd 301′. Tree.
RWY 26: MALSR. Thld dsplcd 704′. Dike.
RWY 13–31: H4996X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0°TCH 54′. Berm.
RWY 31: PAPI(P4L)–GA 4.0° TCH 45′. Trees.

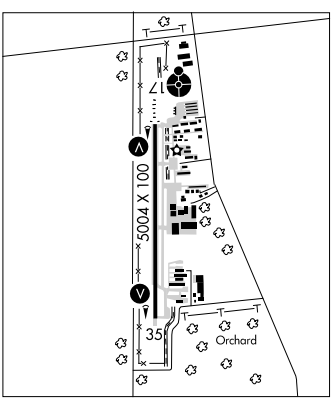


RUNWAY DECLARED DISTANCE INFORMATION

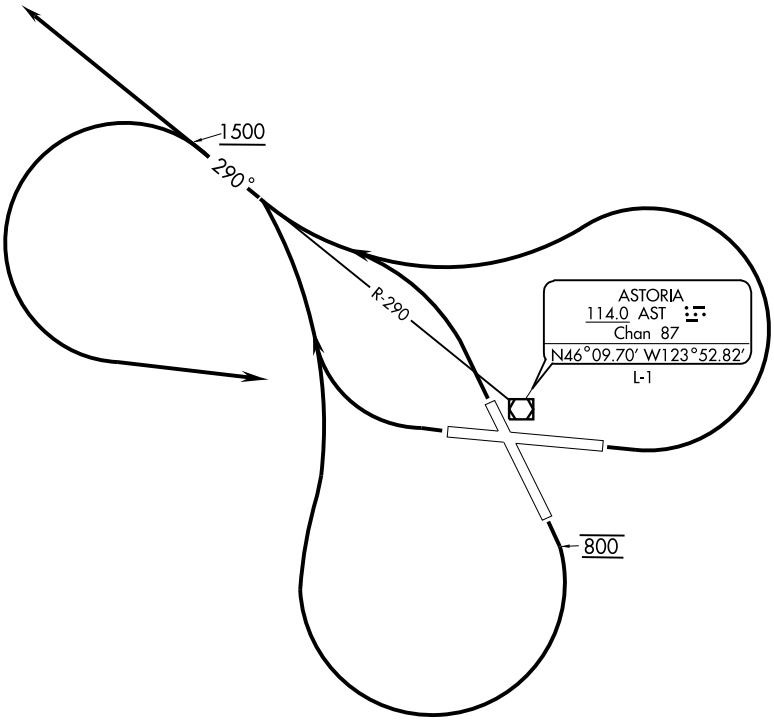
RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF.
WEATHER DATA SOURCES: ASOS 135.375 (503) 861–1371. **HIWAS** 114.0 AST.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AST.
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:
019°–030° beyond 35 NM below 5500′
030°–045° beyond 30 NM below 5500′
045°–055° beyond 30 NM below 7500′
080°–100° beyond 34 NM below 6000′
120°–150° beyond 33 NM below 7000′
150°–170° beyond 36 NM below 7000′
170°–200° beyond 15 NM below 8000′
180°–210° beyond 10 NM below 3300′
180°–240° beyond 5 NM below 2000′
200°–210° beyond 20 NM below 8,000′
210°–240° beyond 30 NM below 6,000′
240°–320° beyond 12 NM below 2,000′
240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′
330°–360° beyond 20 NM below 5,500′
DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB (MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to fld. NDB unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.

AURORA STATE (UAO) 1 NW UTC−8(−7DT) N45°14.83′ W122°46.20′ **SEATTLE**
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—1200(1000) NOTAM FILE UAO **H–1B, L–1B**
RWY 17–35: H5004X100 (ASPH–GRVD) S–30, D–45 MIRL **IAP**
RWY 17: ODALS. VASI(V4R)—GA 3.5° TCH 40′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1500–0500Z‡. Rwy 17 +30′ p–line 2100′ from thld, marked by balls. Parallel twy 35′ wide and has medium ints twy lgts. Rwy 17–35 has 150′ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight–in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17–35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (503) 678–3011.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 126.0 **CLNC DEL** 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 105° 10.9 NM to fld. 1440/21E. **HIWAS.**
ILS/DME 111.15 I–UAO Chan 48(Y) Rwy 17. Class IA.
Loc only. DME unusable byd 15.2 NM blo 2500′.



SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.3



NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rwys 26,31, Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8,31: Turn left. Thence....
TAKE-OFF RUNWAY 26: Turn right. Thence....
TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

.... Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-AST	APP CRS	Rwy Idg	N/A
109.5	257°	TDZE	9
		Apt Elev	11

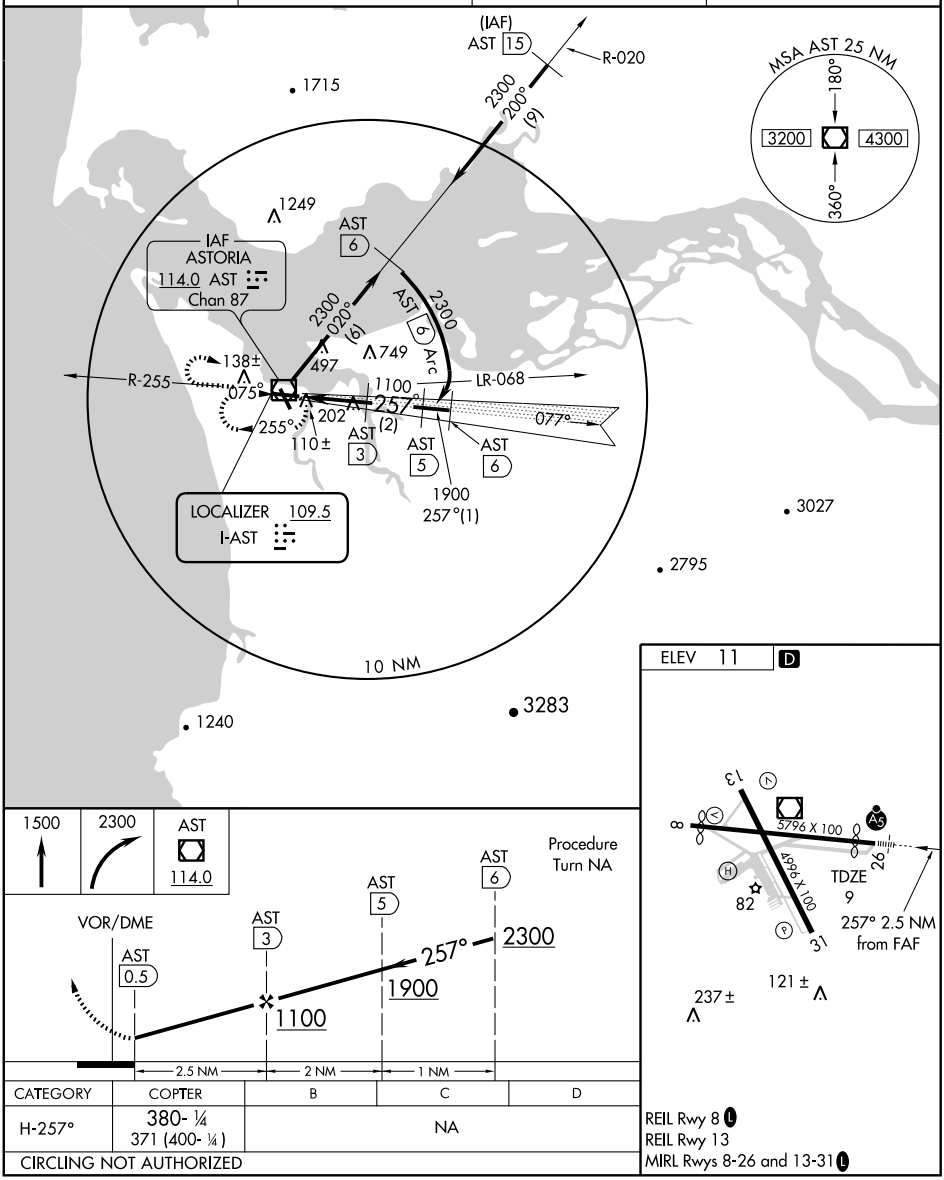
COPTER LOC/DME 257°

ASTORIA RGNL (AST)

T NA — DME from AST VOR/DME. Simultaneous reception of I-AST and AST VOR/DME required. Increase visibility to ½ mile for inoperative MALSR.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L



CATEGORY	COPTER	B	C	D
H-257°	380- ¼ 371 (400- ¼)	NA		

CIRCLING NOT AUTHORIZED

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME AST	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	11

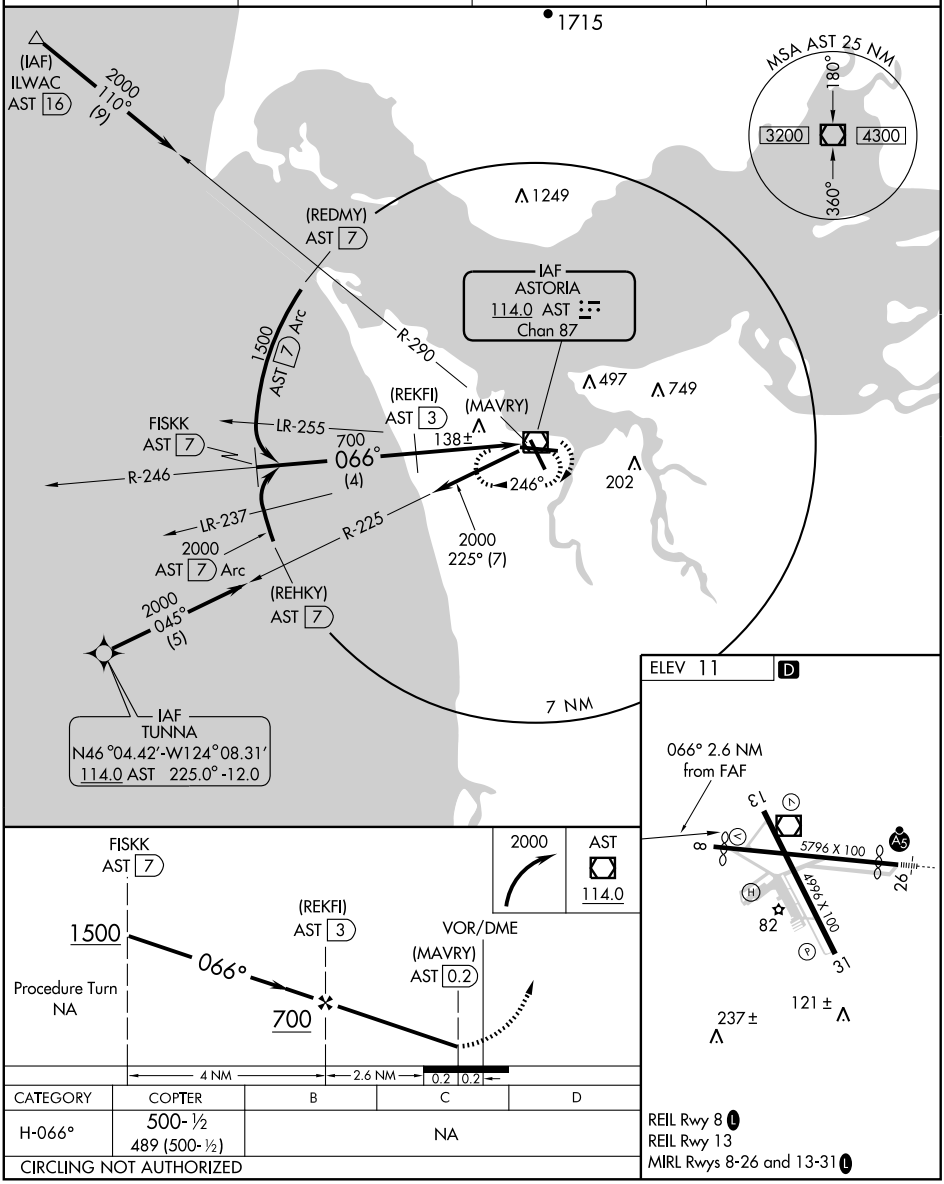
COPTER VOR/DME or GPS 066°

ASTORIA RGNL (AST)

T
A NA

MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L



CATEGORY	COPTER	B	C	D
H-066°	500-½ 489 (500-½)	NA		

CIRCLING NOT AUTHORIZED

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

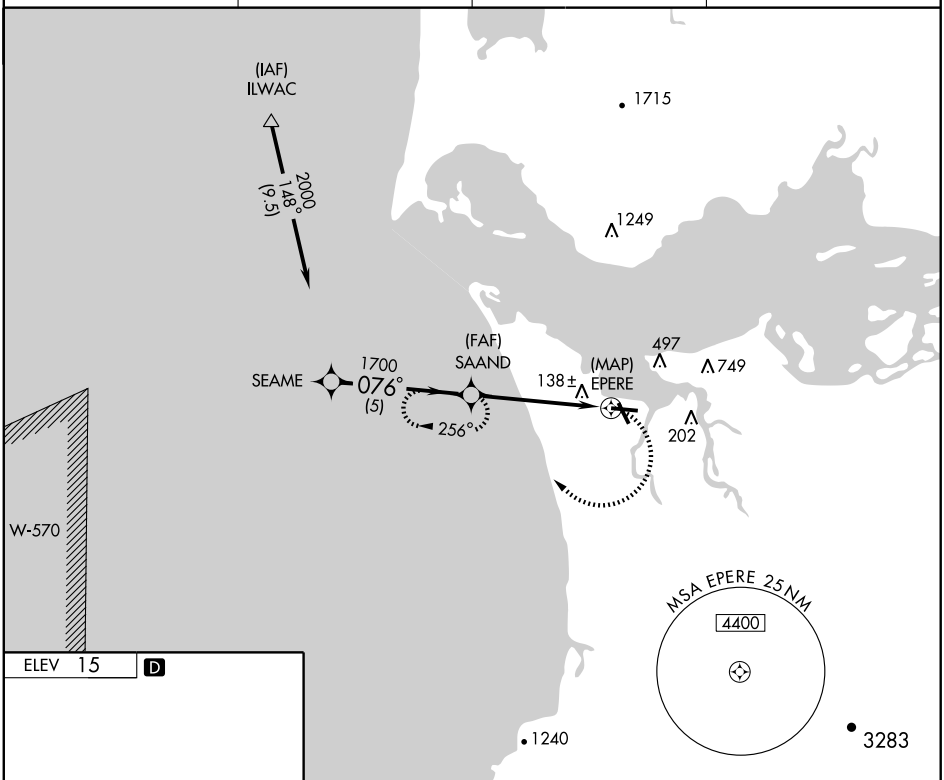
GPS RWY 8
ASTORIA RGNL (AST)

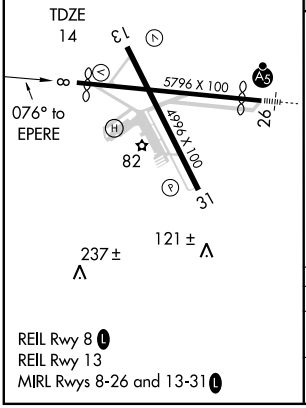
APP CRS	Rwy Idg	4896
076°	TDZE	14
	Apt Elev	15

NA

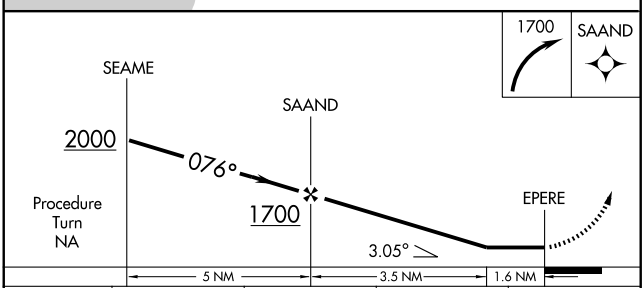
MISSED APPROACH: Climbing right turn to 1700 direct SAAND WP and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L





REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
S-8	600-1 586 (600-1)		600-1½ 586(600-1½)	600-1¾ 586(600-1¾)
CIRCLING	660-1 645(700-1)	760-1¼ 745(800-1¼)	800-2¼ 785(800-2¼)	900-3 885(900-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-AST	APP CRS	Rwy Idg	4782
109.5	257°	TDZE	9
		Apt Elev	11

ILS RWY 26

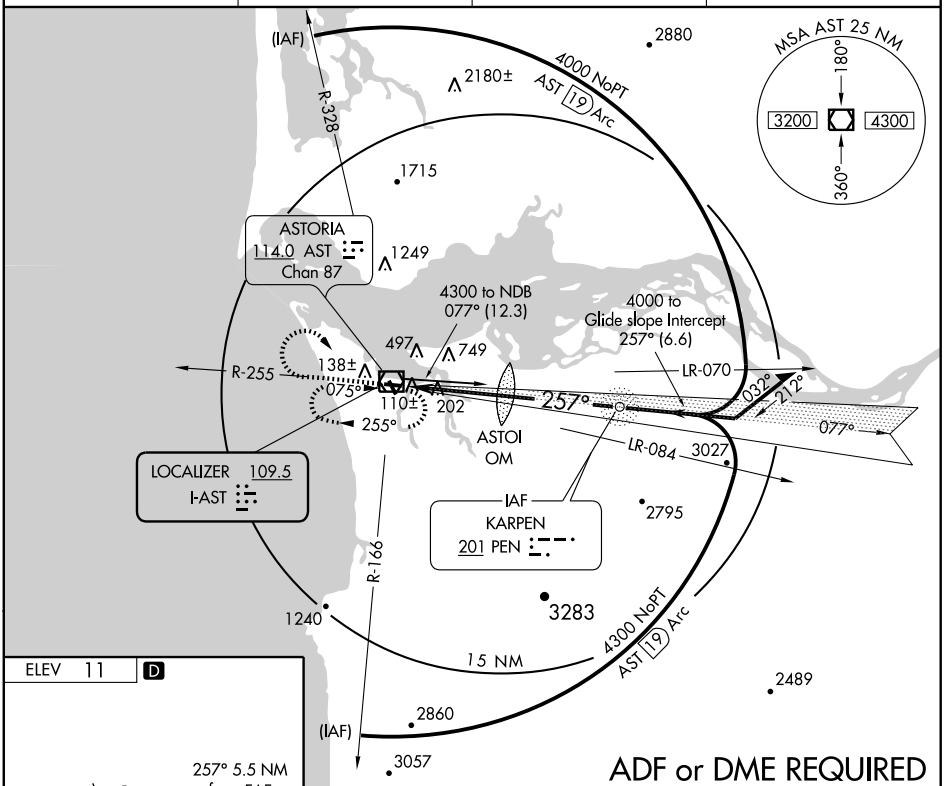
ASTORIA RGNL (AST)

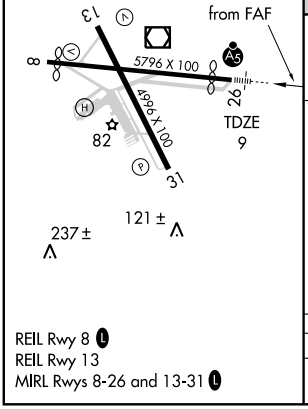
T
NA

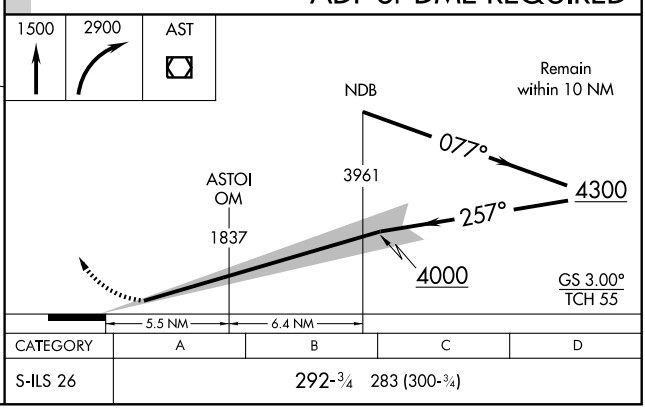
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 26	292-¾ 283 (300-¾)			

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4782
CH 97711	257°	TDZE	14
W26A		Apt Elev	15

RNAV (GPS) RWY 26

ASTORIA RGNL (AST)

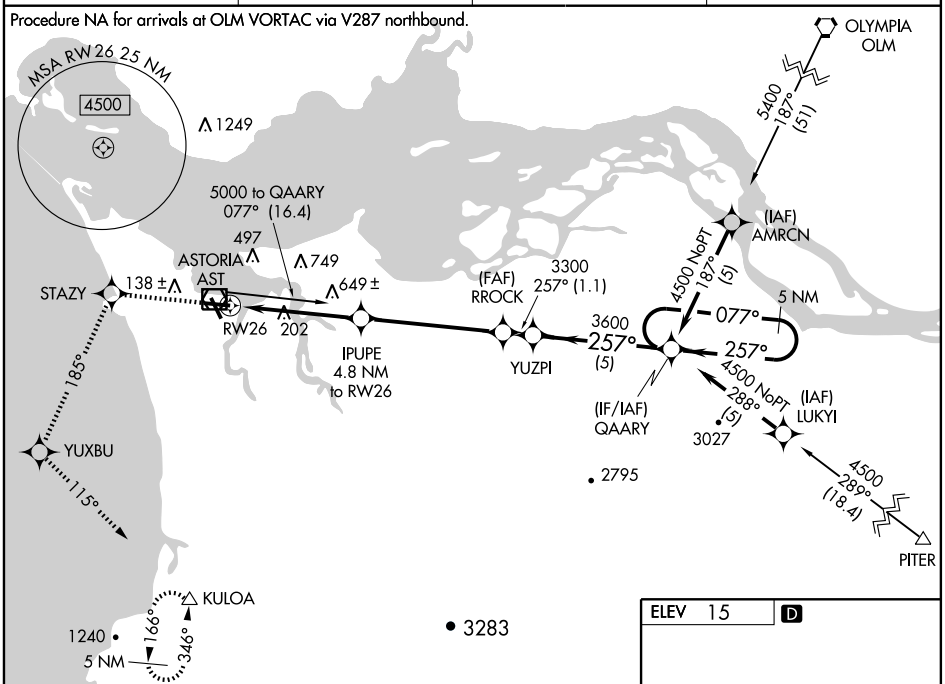
Inoperative table does not apply. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Kelso altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D and circling Cats C and D visibility ¼ mile.

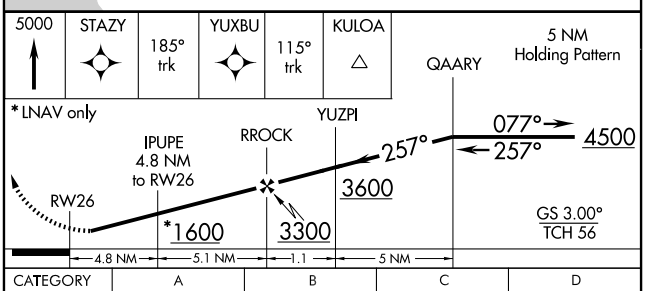
MALSR

MISSED APPROACH: Climb to 5000 direct STAZY and via track 185° to YUXBU and via track 115° to KULOA and hold.

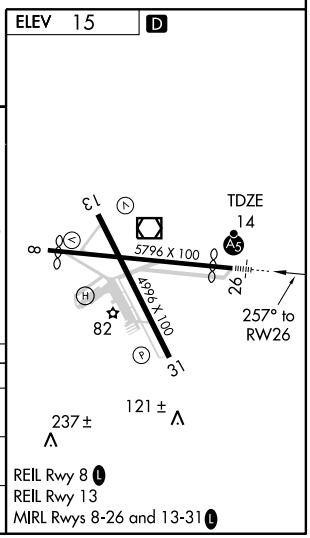
ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF)

Procedure NA for arrivals at OLM VORTAC via V287 northbound.





CATEGORY	A	B	C	D
LPV DA	300-1	286 (300-1)		
LNAV MDA	900-1¼	886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)
CIRCLING	900-1¼	885 (900-1¼)	900-2¾ 885 (900-2¾)	900-3 885 (900-3)



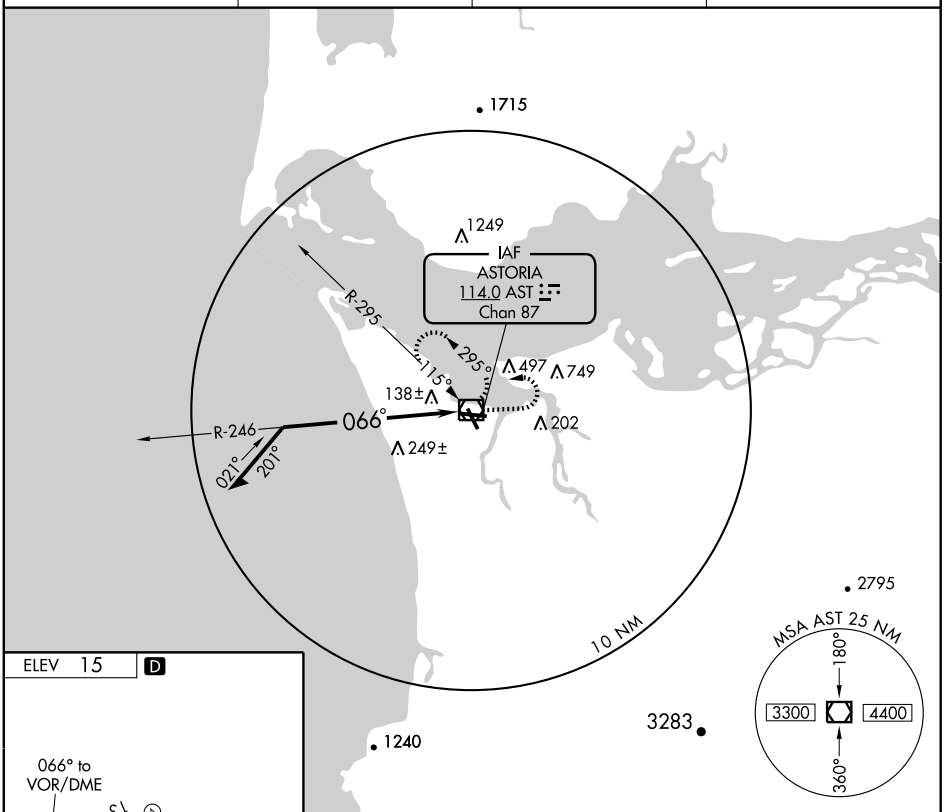
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

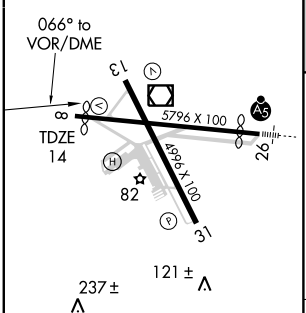
VOR/DME AST	APP CRS	Rwy Idg	4896
114.0	066°	TDZE	14
Chan 87		Apt Elev	15

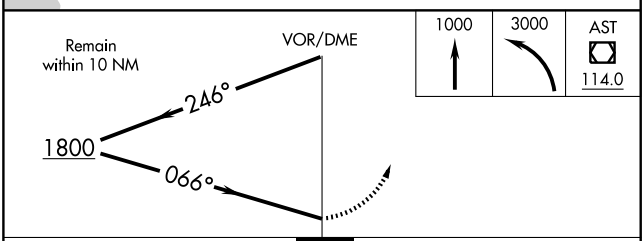
VOR RWY 8
ASTORIA RGNL (AST)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 in AST VOR/DME holding pattern.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) L





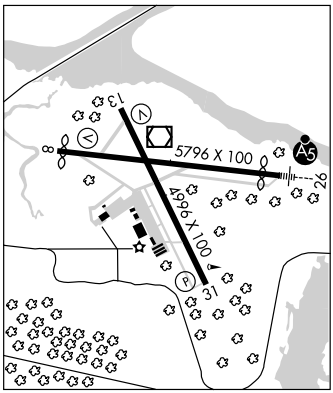


CATEGORY	A	B	C	D
S-8	660-1 646 (700-1)		660-1¾ 646 (700-1¾)	660-2 646 (700-2)
CIRCLING	660-1 645 (700-1)	760-1¼ 745 (800-1¼)	800-2¼ 785 (800-2¼)	900-3 885 (900-3)

REIL Rwy 8 L
REIL Rwy 13
MIRL Rwys 8-26 and 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ASTORIA RGNL (AST) 3 SW UTC−8(−7DT) N46°09.48′ W123°52.72′ **SEATTLE**
15 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE AST **H–1B, L–1C**
RWY 08–26: H5796X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL **IAP**
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 51′. Thld dsplcd 301′. Tree.
RWY 26: MALSR. Thld dsplcd 704′. Dike.
RWY 13–31: H4996X100 (ASPH) S–60, D–76, 2S–97, 2D–119 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0°TCH 54′. Berm.
RWY 31: PAPI(P4L)–GA 4.0° TCH 45′. Trees.

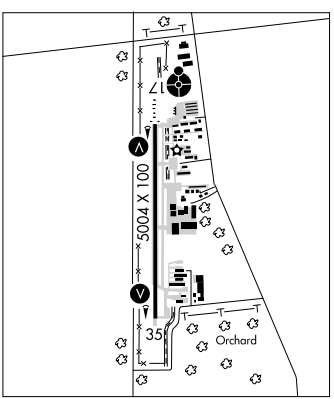


RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF.
WEATHER DATA SOURCES: ASOS 135.375 (503) 861–1371. **HIWAS** 114.0 AST.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AST.
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:
019°–030° beyond 35 NM below 5500′
030°–045° beyond 30 NM below 5500′
045°–055° beyond 30 NM below 7500′
080°–100° beyond 34 NM below 6000′
120°–150° beyond 33 NM below 7000′
150°–170° beyond 36 NM below 7000′
170°–200° beyond 15 NM below 8000′
180°–210° beyond 10 NM below 3300′
180°–240° beyond 5 NM below 2000′
200°–210° beyond 20 NM below 8,000′
210°–240° beyond 30 NM below 6,000′
240°–320° beyond 12 NM below 2,000′
240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′
330°–360° beyond 20 NM below 5,500′
DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB (MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to fld. NDB unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.

AURORA STATE (UAO) 1 NW UTC−8(−7DT) N45°14.83′ W122°46.20′ **SEATTLE**
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—1200(1000) NOTAM FILE UAO **H–1B, L–1B**
RWY 17–35: H5004X100 (ASPH–GRVD) S–30, D–45 MIRL **IAP**
RWY 17: ODALS. VASI(V4R)—GA 3.5° TCH 40′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1500–0500Z‡. Rwy 17 +30′ p–line 2100′ from thld, marked by balls. Parallel twy 35′ wide and has medium ints twy lgts. Rwy 17–35 has 150′ blast pad at south end. Rwy 35 calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight–in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17–35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (503) 678–3011.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 126.0 **CLNC DEL** 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 105° 10.9 NM to fld. 1440/21E. **HIWAS.**
ILS/DME 111.15 I–UAO Chan 48(Y) Rwy 17. Class IA.
Loc only. DME unusable byd 15.2 NM blo 2500′.



HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 23 SEP 2010 to 21 OCT 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

LOC/DME I-UAO	APP CRS	Rwy Idg	5004
111.15	169°	TDZE	200
Chan 48 (Y)		Apt Elev	200

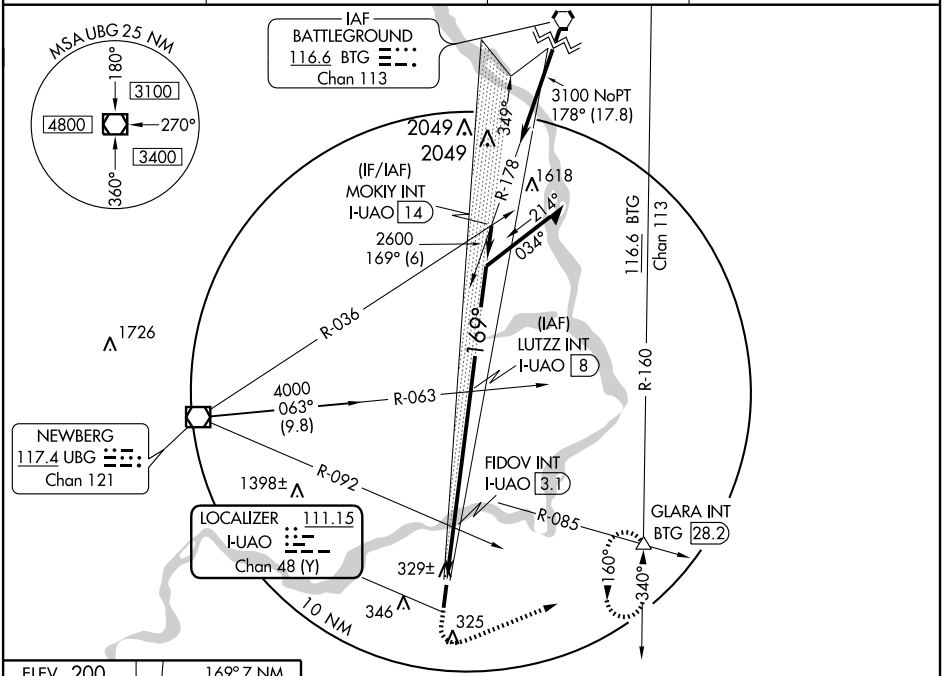
LOC RWY 17
AURORA STATE (UAO)

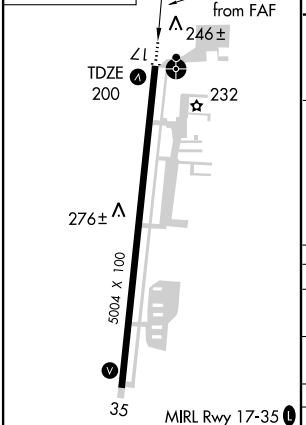
Inoperative table does not apply.

ODALS

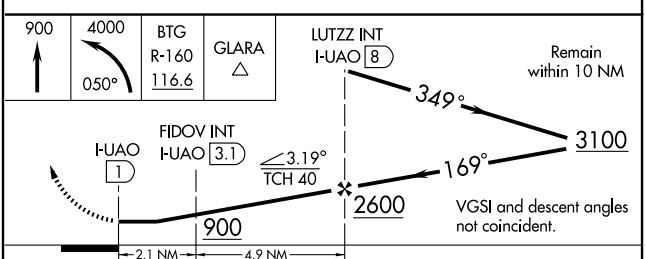
MISSED APPROACH: Climb to 900 then climbing left turn to 4000 via heading 050° and BTG R-160 to GLARA Int/ BTG 28.2 DME and hold. Continue climb-in-hold to 4000.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF)





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	6:59	4:40	3:29	2:47	2:19



CATEGORY	A	B	C	D
S-17	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2¼ 700 (700-2¼)
FIDOV FIX MINIMUMS				
S-17	580-1 380 (400-1)			580-1¼ 380 (400-1¼)
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

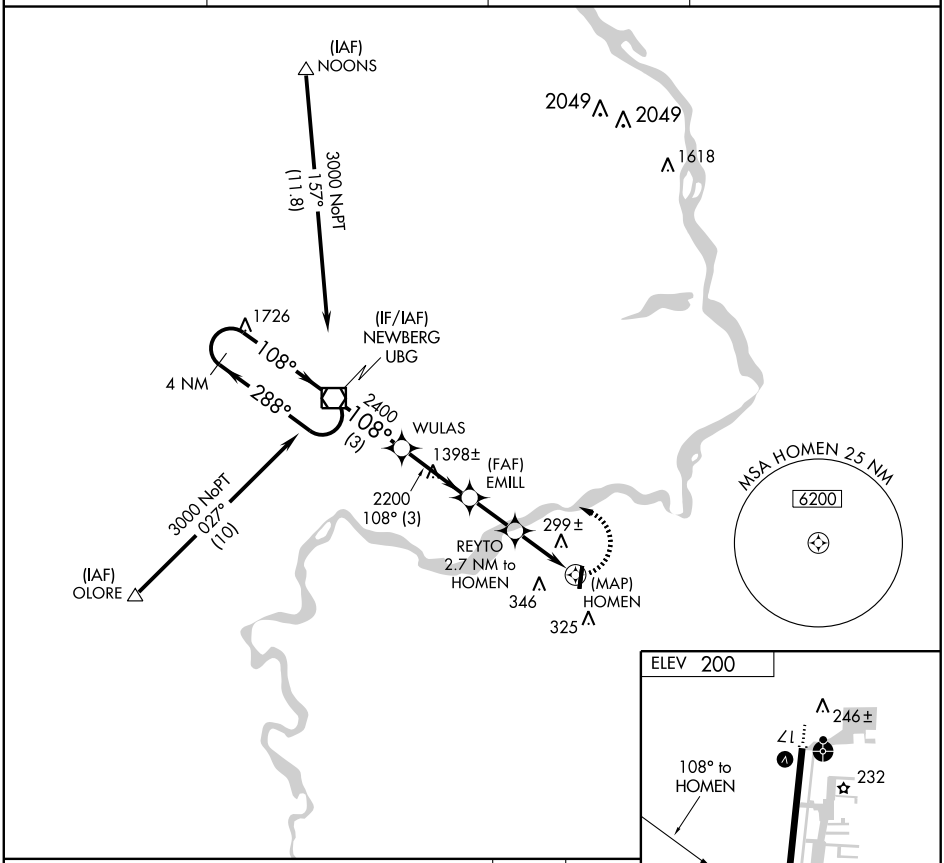
APP CRS	Rwy Idg	N/A
108°	TDZE	N/A
	Apt Elev	200

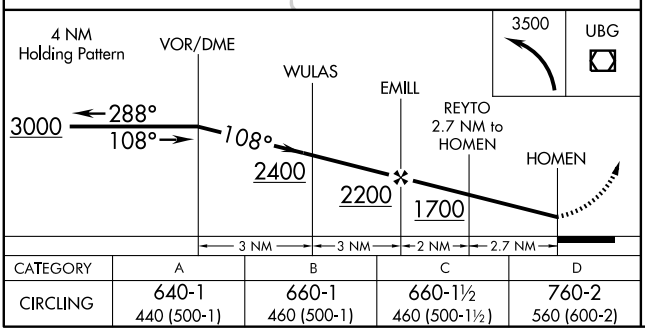
RNAV (GPS)-B
AURORA STATE (UAO)

DME/DME RNP- 0.3 NA.

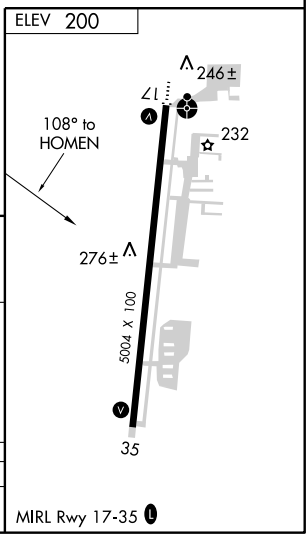
MISSED APPROACH: Climbing left turn to 3500 direct UBG VOR/DME and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5004
CH 70308	169°	TDZE	200
W17A		Apt Elev	200

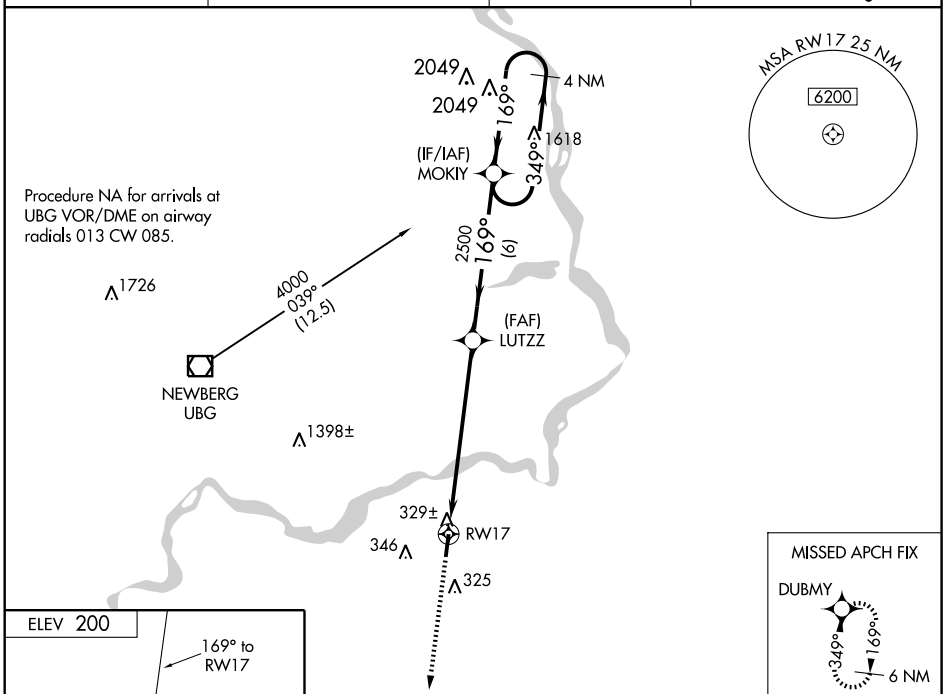
RNAV (GPS) RWY 17
AURORA STATE (UAO)

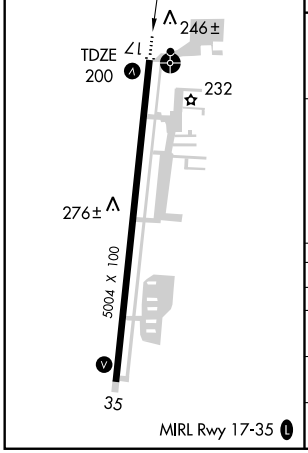
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and all MDA 60 feet; increase LPV, LNAV/VNAV visibilities all Cats. ¼ mile, increase LNAV visibility Cats. A/C/D ¼ mile, increase Circling visibilities Cats. A/C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply. Visibility reduction by helicopters NA.

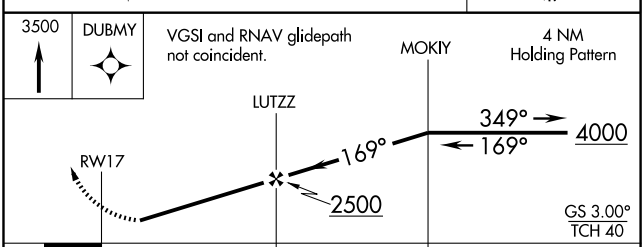
ODALS

MISSED APPROACH: Climb to 3500 direct DUBMY and hold, continue climb-in-hold to 3500.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	550-1¼ 350 (400-1¼)			
LNAV/VNAV DA	580-1¼ 380 (400-1¼)			
LNAV MDA	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)
CIRCLING	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

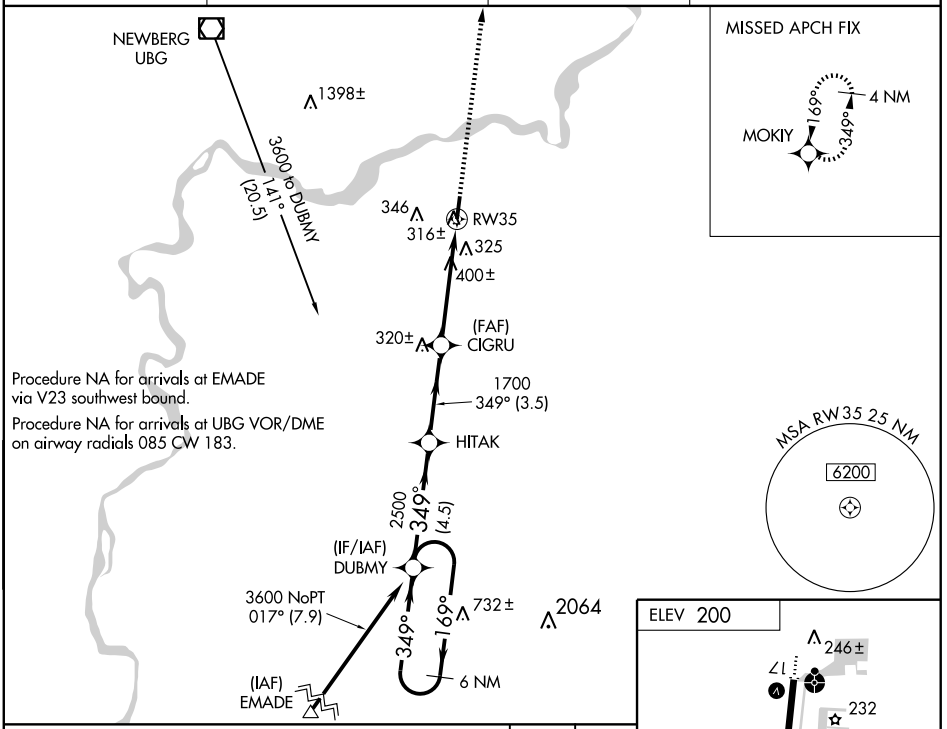
WAAS	APP CRS	Rwy Idg 5004
CH 77508	349°	TDZE 199
W35A		Apt Elev 200

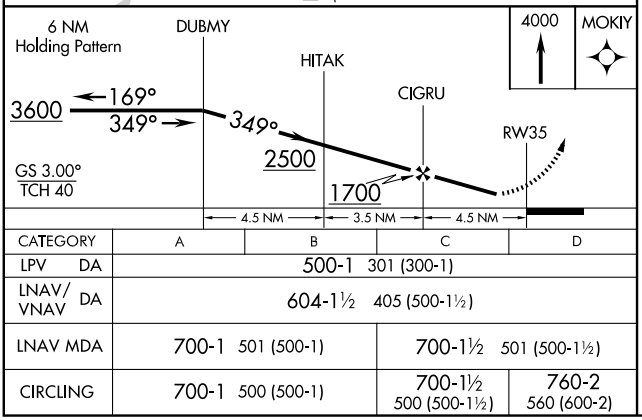
RNAV (GPS) RWY 35
AURORA STATE (UAO)

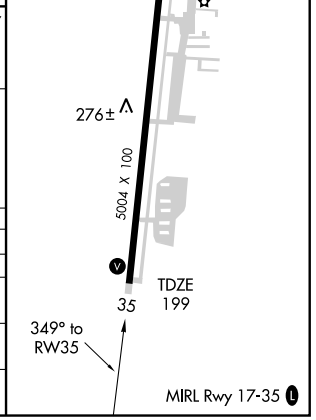
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and MDA 60 feet; increase LPV, LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat D visibility to 1½. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Mc Minnville Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct MOKIY and hold, continue climb-in-hold to 4000.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	500-1 301 (300-1)			
LNAV/VNAV DA	604-1½ 405 (500-1½)			
LNAV MDA	700-1 501 (500-1)		700-1½ 501 (500-1½)	
CIRCLING	700-1 500 (500-1)		700-1½ 500 (500-1½)	760-2 560 (600-2)

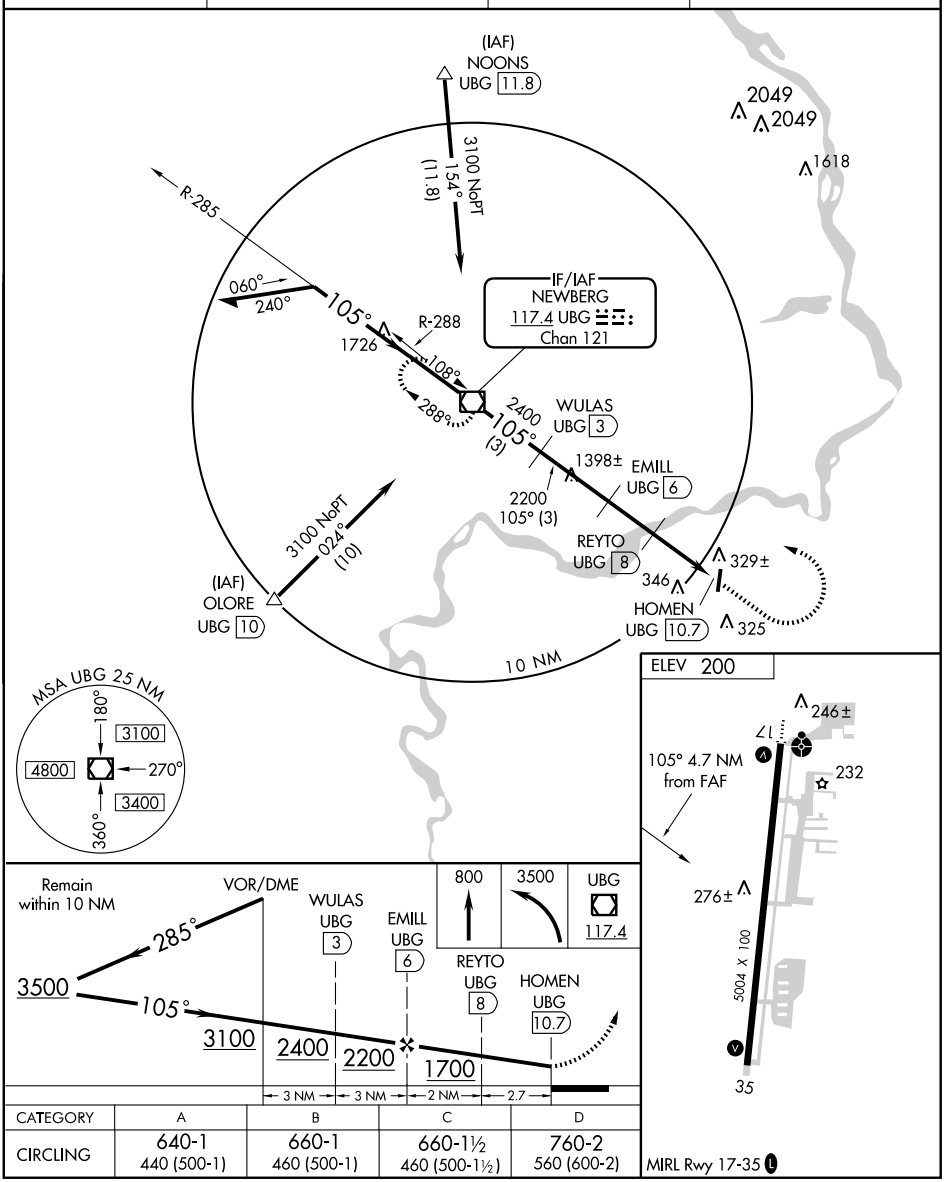
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME UBG 117.4 Chan 121	APP CRS 105°	Rwy Idg N/A TDZE N/A Apt Elev 200

VOR/DME-A
AURORA STATE (UAO)

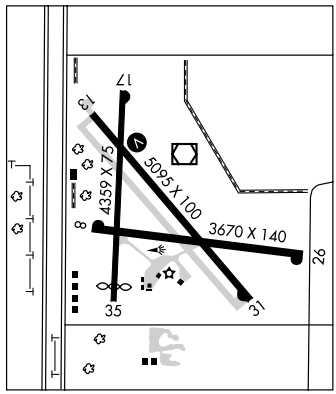
MISSED APPROACH: Climb to 800 then climbing left turn to 3500 direct UBG VOR/DME and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
118.525	126.0 284.6	119.95	122.7 (CTAF) L

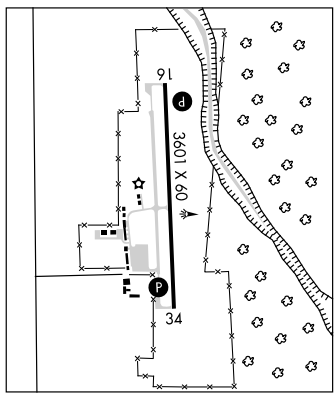


CATEGORY	A	B	C	D
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

BAKER CITY MUNI (BKE) 3 N UTC−8(−7DT) N44°50.24′ W117°48.55′ SEATTLE
3373 B S2 **FUEL** 100LL, JET A NOTAM FILE BKE H–1C, L–13B
RWY 13–31: H5095X100 (ASPH) S–50, D–65, 2S–82 MIRL IAP
RWY 13: VASI(V4L)—GA 3.0°TCH 55′. Trees. **RWY 31:** Road.
RWY 17–35: H4359X75 (ASPH) S–30
RWY 17: Trees. **RWY 35:** Thld dsplcd 397′.
RWY 08–26: H3670X140 (ASPH) S–30
RWY 08: Road.
RWY 26: P–line.
AIRPORT REMARKS: Attended dalgt hrs. Birds invof arpt. Rwy 08–26 and Rwy 17–35 no winter maintenance, CLOSED by snow. Rwy 08–26 has many large unsealed cracks, grass growing on rwy, standing water on surface. Rwy 13–31 parallel twy marked with reflectors. ACTIVATE MIRL Rwy 13–31 and VASI Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 134.275 (541) 523–5412.
COMMUNICATIONS: CTAF/UNICOM 123.0
SALT LAKE CENTER APP/DEP CON 128.05
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.
(H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ at fld. 3380/20E.
VOR/DME unusable:
005°–050° byd 30 NM blo 12,000′
110°–125° byd 15 NM blo 9,000′
110°–125° byd 30 NM blo 11,000′
125°–180° byd 15
180°–200° byd 15 NM blo 12,000′
200°–230° byd 15 NM
230°–265° byd 15 NM blo 12,000′
230°–265° byd 20 NM
265°–290° byd 15 NM blo 12,000′
265°–290° byd 30 NM



BANDON STATE (SØ5) 2 SE UTC−8(−7DT) N43°05.19′ W124°24.47′ KLAMATH FALLS
122 B S4 **FUEL** 100LL TPA—1122(1000) NOTAM FILE MMV L–1A
RWY 16–34: H3601X60 (ASPH) S–12 MIRL
RWY 16: REIL. PAPI(P4L) TCH 45′. Trees.
RWY 34: REIL. PAPI(P4L) TCH 40′. Trees.
AIRPORT REMARKS: Attended 1500–0200Z‡. Deer invof arpt. Twy marked with blue reflectors. PAPI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.
NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 190° 22.4 NM to fld. 707/18E. **HIWAS.**



BANKS N45°37.82′ W123°02.75′ NOTAM FILE HIO. SEATTLE
NDB (MHW) 356 PND 122° 6.7 NM to Portland–Hillsboro L–1C

BEAVER MARSH STATE (2S2) 1 SW UTC−8(−7DT) N43°07.74′ W121°49.07′ KLAMATH FALLS
4638 TPA—5638(1000) NOTAM FILE MMV
RWY 18–36: 4500X60 (DIRT)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. CLOSED winter months. Rwy 18–36 15′ rwy width usable in center. Rwy 18–36 dirt surface loose and powdery, creates clouds of dust, loose rocks on surface, rough.
COMMUNICATIONS: CTAF 122.9

BEAVER MOUNTAIN N44°35.21′ W117°47.26′ SEATTLE
RCO 122.4 (MC MINNVILLE RADIO) H–1C, L–13B

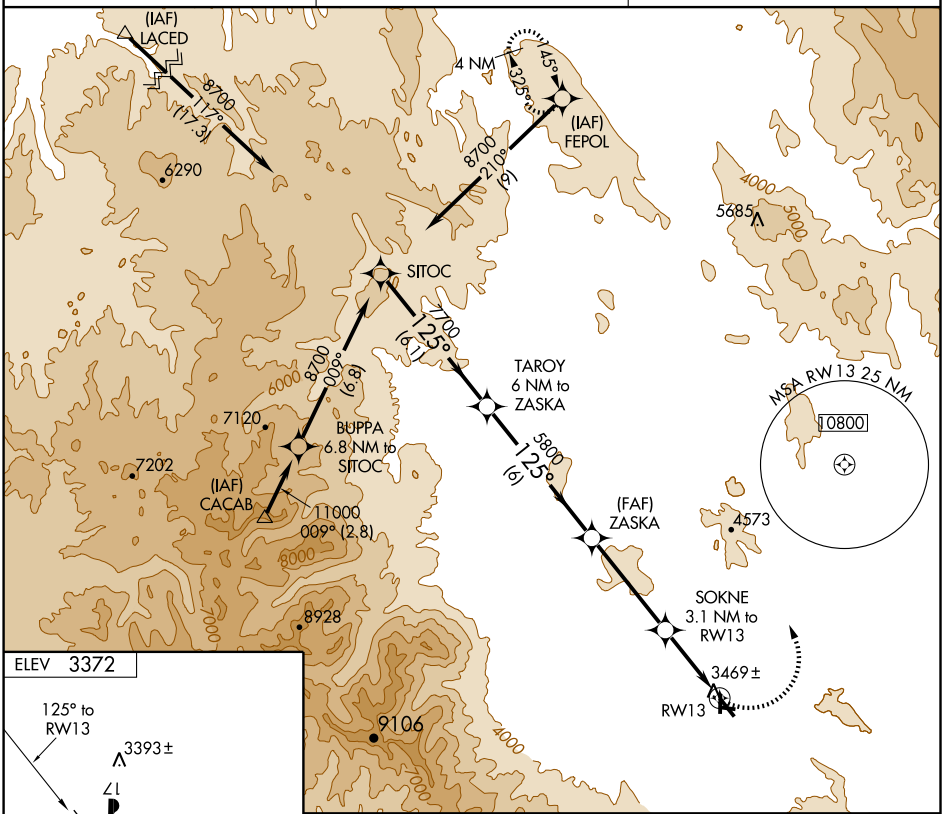
APP CRS	Rwy Idg	5095
125°	TDZE	3370
	Apt Elev	3372

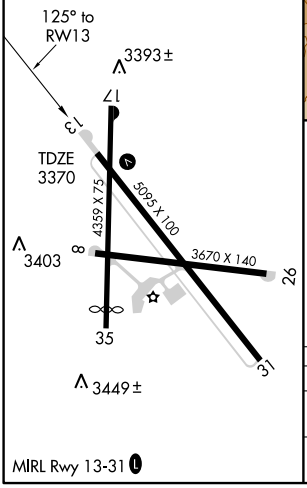
RNAV (GPS) RWY 13
BAKER CITY MUNI (BKE)

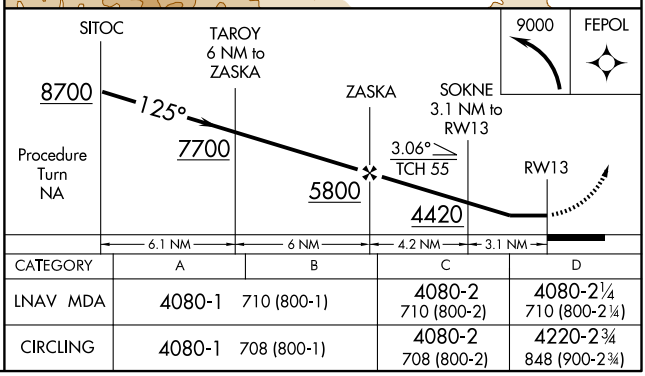
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct FEPOL and hold.

ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 306.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4080-1	710 (800-1)	4080-2 710 (800-2)	4080-2¼ 710 (800-2¼)
CIRCLING	4080-1	708 (800-1)	4080-2 708 (800-2)	4220-2¾ 848 (900-2¾)

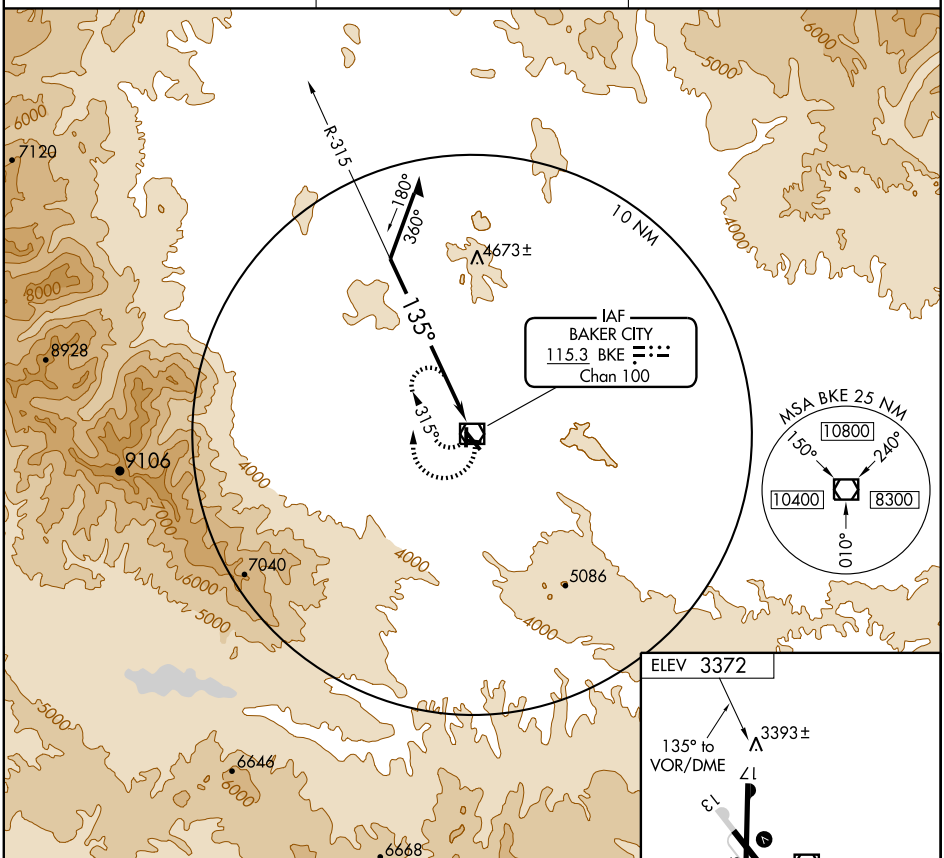
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

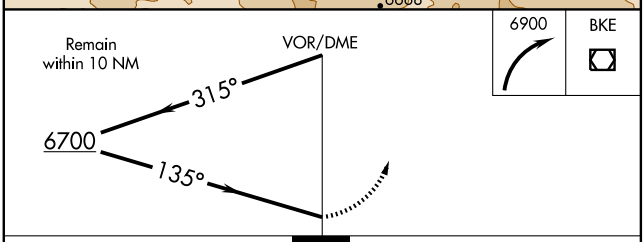
VOR/DME BKE	APP CRS	Rwy Idg	N/A
115.3	135°	TDZE	N/A
Chan 100		Apt Elev	3372

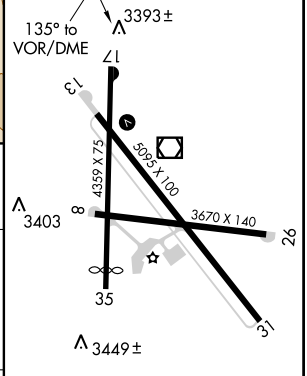
VOR-A
BAKER CITY MUNI (BKE)

MISSED APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 306.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 1828 (1900-1¼)	5200-1½ 1828 (1900-1½)	5200-3 1828 (1900-3)	

MIRL Rwy 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

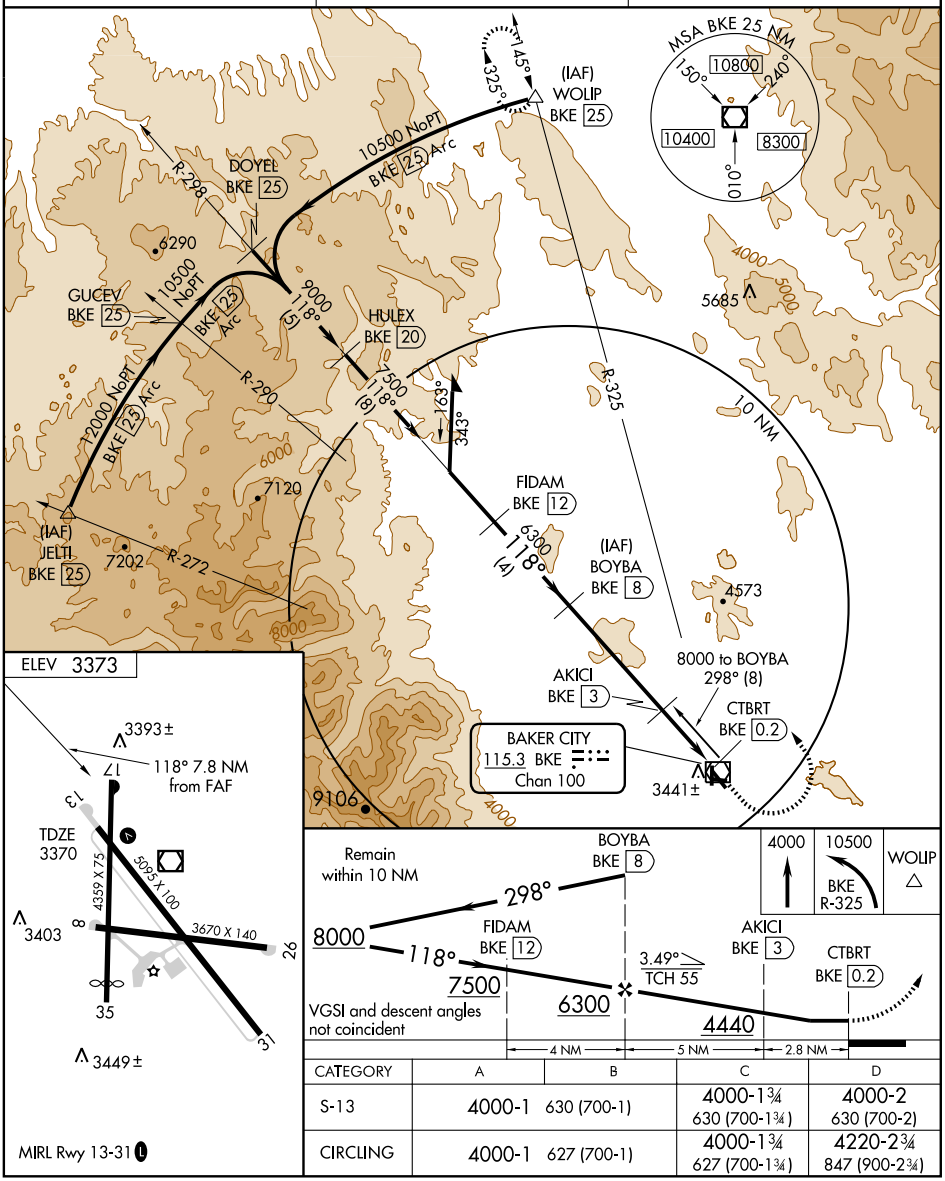
VOR/DME BKE 115.3 Chan 100	APP CRS 118°	Rwy Idg 5095 TDZE 3370 Apt Elev 3373

VOR/DME RWY 13

BAKER CITY MUNI (BKE)

MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

ASOS	SALT LAKE CENTER	UNICOM
134.275	128.05 306.95	123.0 (CTAF) L

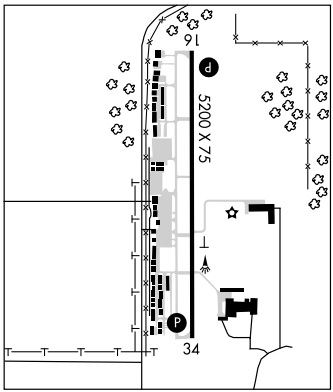


CATEGORY	A	B	C	D
S-13	4000-1	630 (700-1)	4000-1¾ 630 (700-1¾)	4000-2 630 (700-2)
CIRCLING	4000-1	627 (700-1)	4000-1¾ 627 (700-1¾)	4220-2¾ 847 (900-2¾)

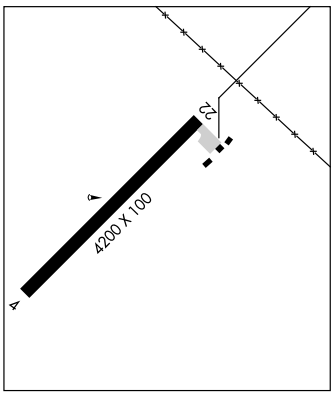
MIRL Rwy 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

BEND MUNI (BDN) 5 NE UTC−8(−7DT) N44°05.67′ W121°12.01′ KLAMATH FALLS
3460 B S2 **FUEL** 100LL, JET A 0X 1, 3, 4 TPA—4460(1000) NOTAM FILE MMV H–1B, L–13A
RWY 16–34: H5200X75 (ASPH) S–30 MIRL 1.0% up SE IAP
RWY 16: PAPI(P4L)—GA 3.0° TCH 39′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 44′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1530–0200Z‡, Sat–Sun 1600–0100Z‡. Glider opr on and invof arpt. Calm wind rwy is Rwy 16. Noise abatememt procedures in effect, call FBO at 541–388–0019. Twy parallel to Rwy 16–34 marked by reflectors. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.425 (541) 382–1477.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 137° 10.5 NM to fld. 4101/18E. **HIWAS.**



BOARDMAN (M5Ø) 4 SW UTC−8(−7DT) N45°48.89′ W119°49.23′ SEATTLE
396 NOTAM FILE MMV L–13A
RWY 04–22: H4200X100 (ASPH) S–30 MIRL
RWY 22: Rgt tfc.
AIRPORT REMARKS: Unattended. Telephone avbl. ACTIVATE MIRL Rwy 04–22—122.9.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 261° 37.7 NM to fld. 1559/20E. **HIWAS.**

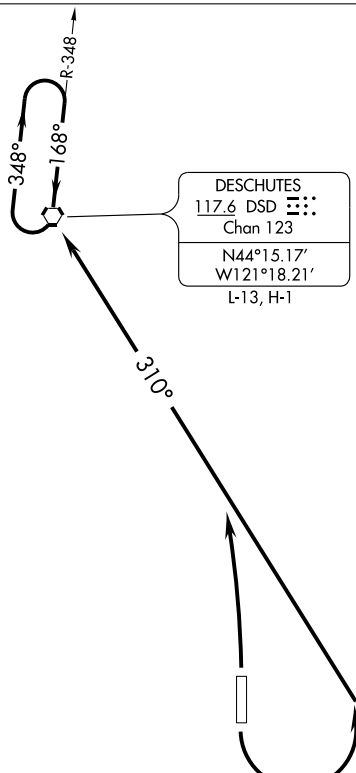


BODEY N44°18.48′ W121°01.14′ NOTAM FILE RDM. KLAMATH FALLS
NDB (HW/LOM) 411 RD 222° 6.5 NM to Roberts Fld. L–13A
NDB unusable 091°–111° byd 25 NM blo 14000′.

BROOKINGS (BOK) 1 NE UTC−8(−7DT) N42°04.47′ W124°17.41′ KLAMATH FALLS
459 B **FUEL** 100LL, JET A TPA—1459(1000) NOTAM FILE 4BK
RWY 12–30: H2900X60 (ASPH) S–11 MIRL
RWY 12: PAPI(P2L)—GA 4.0° TCH 40′. Trees. Rgt tfc. **RWY 30:** PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 132.025 (541) 412–8682.
COMMUNICATIONS: CTAF/UNICOM 122.8

BEND ONE DEPARTURE (OBSTACLE)

SEATTLE CENTER
128.15 257.75
CTAF 123.0



TAKE-OFF MINIMUMS

Rwys 16, 34: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 75' from DER, 412' left of centerline, up to 43' AGL/3572' MSL.
Trees beginning 432' from DER, 5' right of centerline, up to 37' AGL/3541' MSL.
Terrain beginning 27' from DER, 197' right of centerline, up to 3469' MSL.
Road 1' from DER, 414' left of centerline, 17' AGL/3466' MSL.

Rwy 34: Trees beginning 306' from DER, 178' left of centerline, up to 25' AGL/3436' MSL.
Road beginning 460' from DER, 414' left of centerline, up to 17' AGL/3425' MSL.
Bush 94' from DER, 443' left of centerline, 4' AGL/3407' MSL.
Terrain beginning 1' from DER, 147' left of centerline, up to 3408' MSL.
Trees beginning 52' from DER, 252' right of centerline, up to 39' AGL/3429' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC, Thence . . . .

TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC, Thence . . . .

. . . . Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the MEA/MCA for the route of flight.

NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 34

BEND MUNI (BDN)

APP CRS	Rwy Idg	5200
326°	TDZE	3460
	Apt Elev	3460

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct CELVA and via 315° track to DESCHUTES VORTAC and hold

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L

MISSED APCH FIX

6 NM, 304°, 124°

DESCHUTES DSD

Procedure NA for arrivals at DSD VORTAC on airway radials 092 CW 196.

DESCHUTES DSD

8000 to HARBU 139° (26.7)

315°

CELVA

3660

4570 3852

(MAP) FEDKU

6178 5560

3839± 3869±

GUPYE 4.5 NM to FEDKU

326°

MSA FEDKU 25 NM 11600

4419± 4579±

(FAF) CODAY

6700 311° (2.6)

NALOE

5148

7400 311° (3.4)

(IF/IAF) HARBU

131° 311°

7 NM

8000 NoPT 333° (8.5)

(IAF) POCIT

5335 5850 6162 6509

ELEV 3460

16

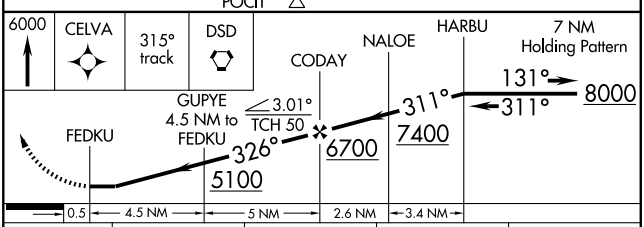
5200 X 75

1.0 %UP

3507

34 TDZE 3460

MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)
CIRCLING	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5200
150°	TDZE	3432
	Apt Elev	3460

RNAV (GPS) Y RWY 16

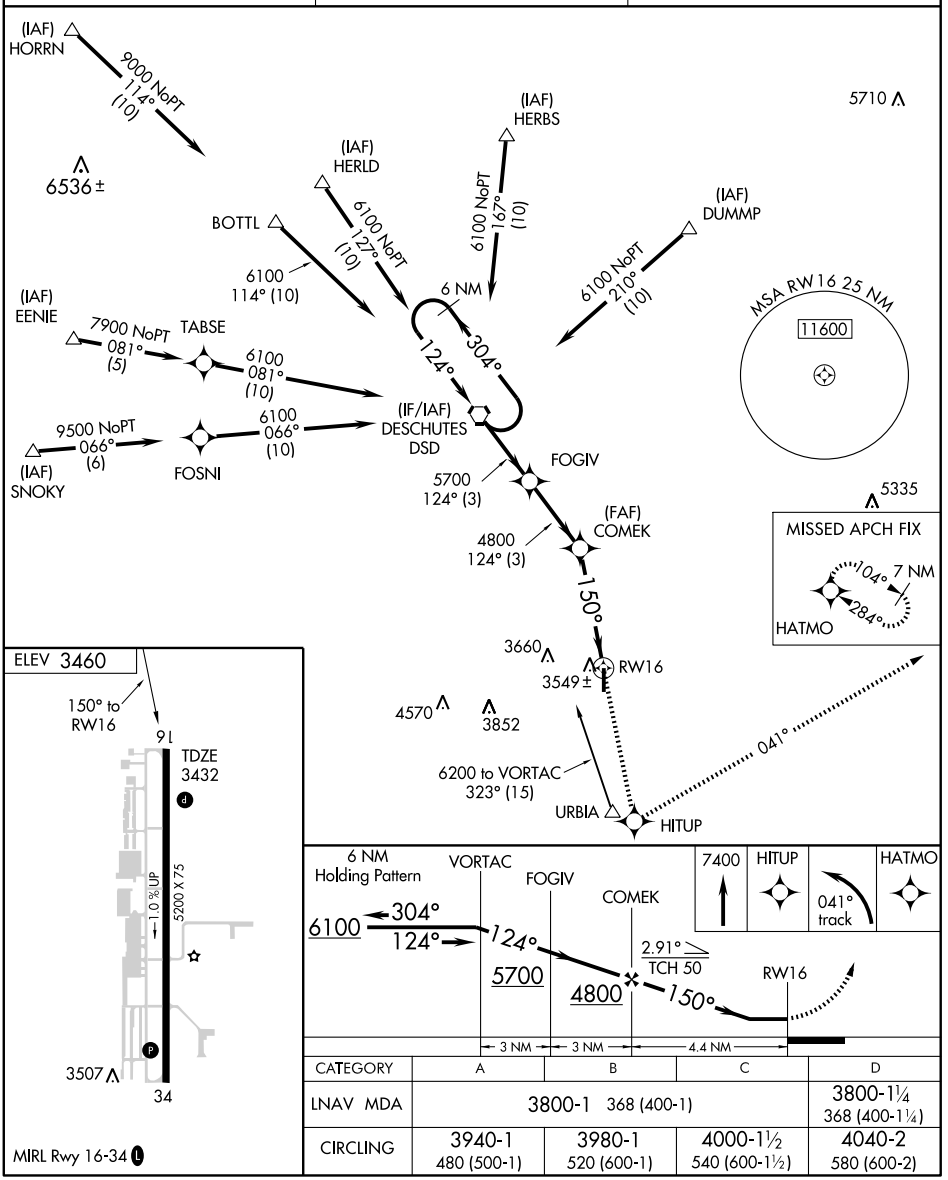
BEND MUNI (BDN)

T
NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, and LNAV Cats C/D visibility ¼ mile, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 7400 direct HITUP and left turn via 041° track to HATMO and hold, continue climb-in-hold to 7400.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3800-1 368 (400-1)			3800-1¼ 368 (400-1¼)
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg 5200
CH 81906	161°	TDZE 3432
W16A		Apt Elev 3460

RNAV (GPS) Z RWY 16

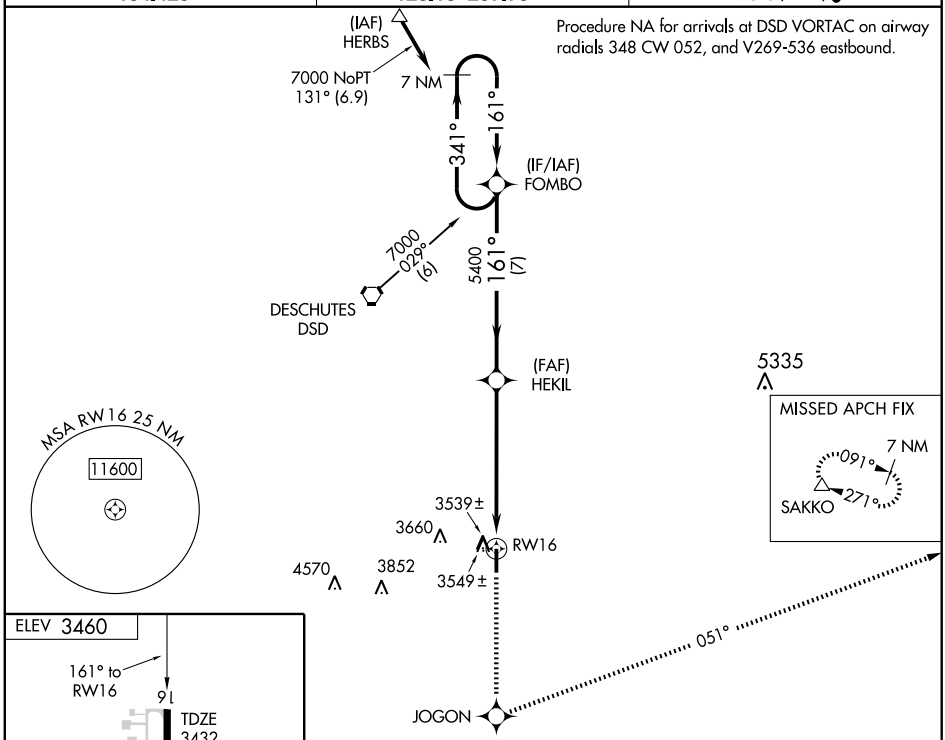
BEND MUNI (BDN)

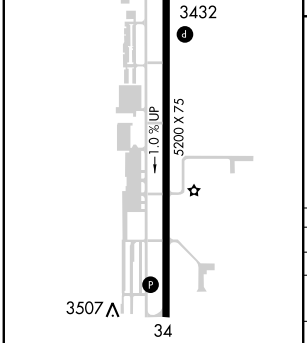
When local altimeter setting not received, use Redmond altimeter setting and increase all DA/MDAs by 80 feet, LPV visibilities ¼ mile all Cats, LNAV/VNAV visibilities ¼ mile all Cats, LNAV Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 42°C (107°F).
DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.

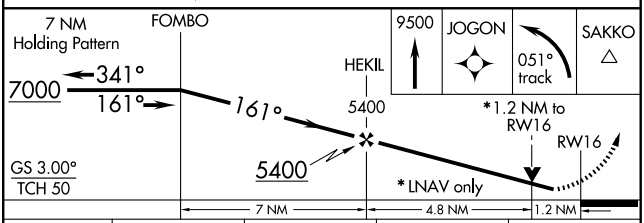
MISSED APPROACH: Climb to 9500 direct JOGON and left turn via 051° track to SAKKO and hold, continue climb-in-hold to 9500.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L

Procedure NA for arrivals at DSD VORTAC on airway radials 348 CW 052, and V269-536 eastbound.







CATEGORY	A	B	C	D
LPV DA	3682-1 250 (300-1)			
LNAV/VNAV DA	3809-1½ 377 (400-1½)			
LNAV MDA	3840-1 408 (400-1)		3840-1¼ 408 (400-1¼)	
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

MIRL Rwy 16-34 L

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC DSD	APP CRS	Rwy Idg	5200
117.6	136°	TDZE	3432
Chan 123		Apt Elev	3460

VOR/DME RWY 16

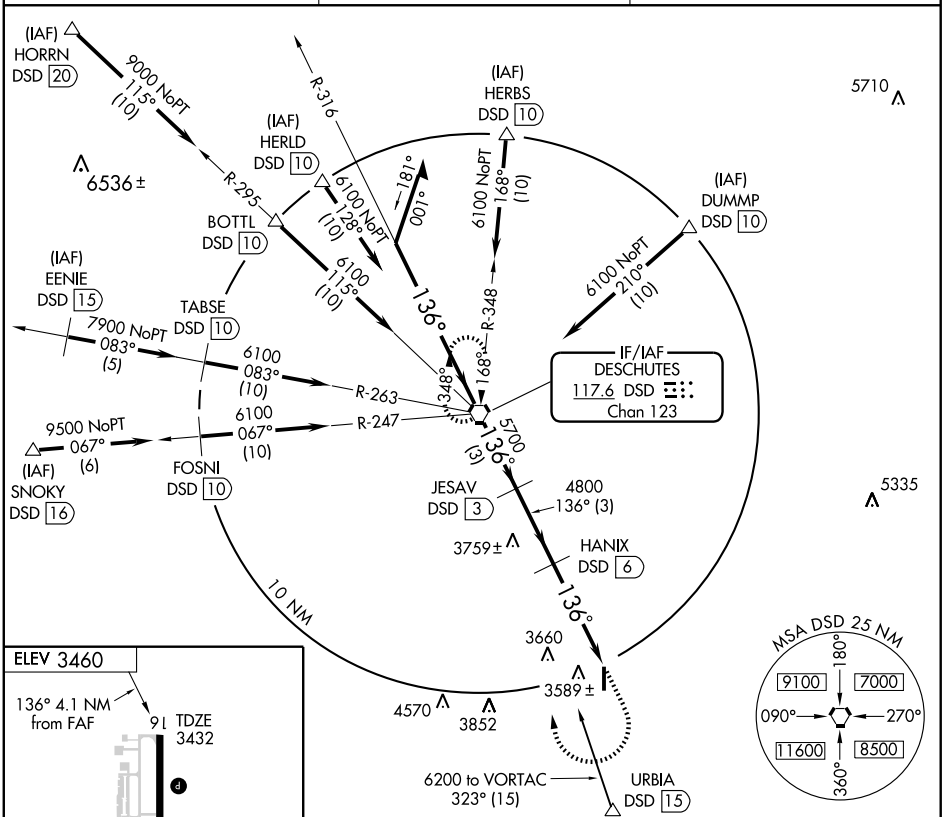
BEND MUNI (BDN)

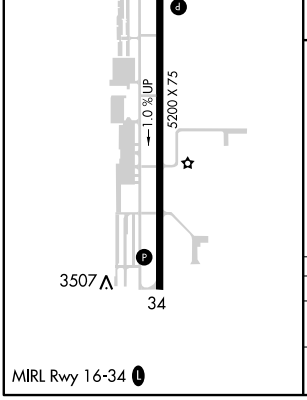
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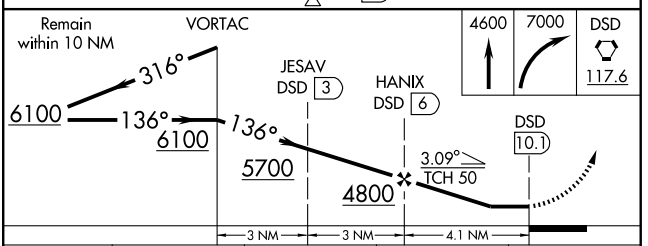
When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, increase S-16 Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.

AWOS-3	SEATTLE CENTER	UNICOM
134.425	128.15 257.75	123.0 (CTAF) L



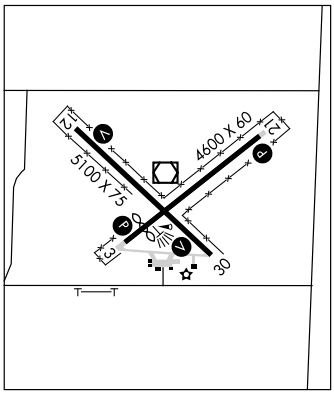




CATEGORY	A	B	C	D
S-16	3840-1 408 (400-1)		3840-1¼ 408 (400-1¼)	
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

BURNS MUNI (BNO) 5 E UTC−8(−7DT) N43°35.52′ W118°57.33′ KLAMATH FALLS
4148 B S4 **FUEL** 100LL, JET A NOTAM FILE BNO H–1C, L–11A
RWY 12–30: H5100X75 (ASPH) S–30, D–50, 2D–90 MIRL IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 45′.
RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 45′. Road.
RWY 03–21: H4600X60 (CONC) S–30 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 600′. P–lines.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Sat 1600–0200Z‡. Self serve card lock fuel avbl 24 hrs. Flocks of large birds in vicinity of arpt Feb–May and Sep–Oct. Bottle oxygen obtainable-½ hr. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwys 03–21 and 12–30, PAPI Rwys 03 and 21, VASI Rwys 12 and 30, and REIL Rwys 03, 21, 12 and 30—CTAF.
WEATHER DATA SOURCES: ASOS 135.575 (541) 573–1382.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)
AIRSPACE: CLASS E svc 1500–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BNO.
WILDHORSE (L) VORW/DME 113.8 ILR Chan 85 N43°35.59′ W118°57.30′ at fld. 4140/18E.

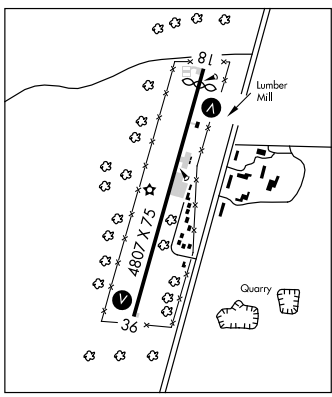


CAPE BLANCO STATE (See DENMARK)

CASCADE LOCKS STATE (CZK) 1 NE UTC−8(−7DT) N45°40.62′ W121°52.73′ SEATTLE
151 TPA—1151(1000) NOTAM FILE CZK
RWY 06–24: H1800X30 (ASPH) S–4
RWY 06: Tree. **RWY 24:** Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Owner advises ctc Oregon Dept. of Aviation 503–378–4880 prior to use. Unlighted powerlines 3NM SW of arpt.
COMMUNICATIONS: CTAF 122.9

CAVE JUNCTION

ILLINOIS VALLEY (3S4) 4 SW UTC−8(−7DT) N42°06.22′ W123°40.95′ KLAMATH FALLS
1394 B TPA—2394(1000) NOTAM FILE MMV L–2I
RWY 18–36: H4807X75 (ASPH) S–20, D–30 LIRL
RWY 18: VASI(V2L)—GA 4.0° TCH 50′. Thld dsplcd 125′. Road.
RWY 36: VASI(V2L)—GA 4.5° TCH 49′. Trees.
AIRPORT REMARKS: Unattended. Frequent ultra–light activity. Rwy 18 and Rwy 36 VASI out of svc indefinitely. Rwy 36 designated calm wind rwy. ACTIVATE LIRL Rwy 18–36, VASI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 033° 31.7 NM to fld. 54/19E.



CHEHALEM AIRPARK (See NEWBERG)

APP CRS	Rwy Idg	5100
297°	TDZE	4148
	Apt Elev	4148

RNAV (GPS) RWY 30

BURNS MUNI (BNO)

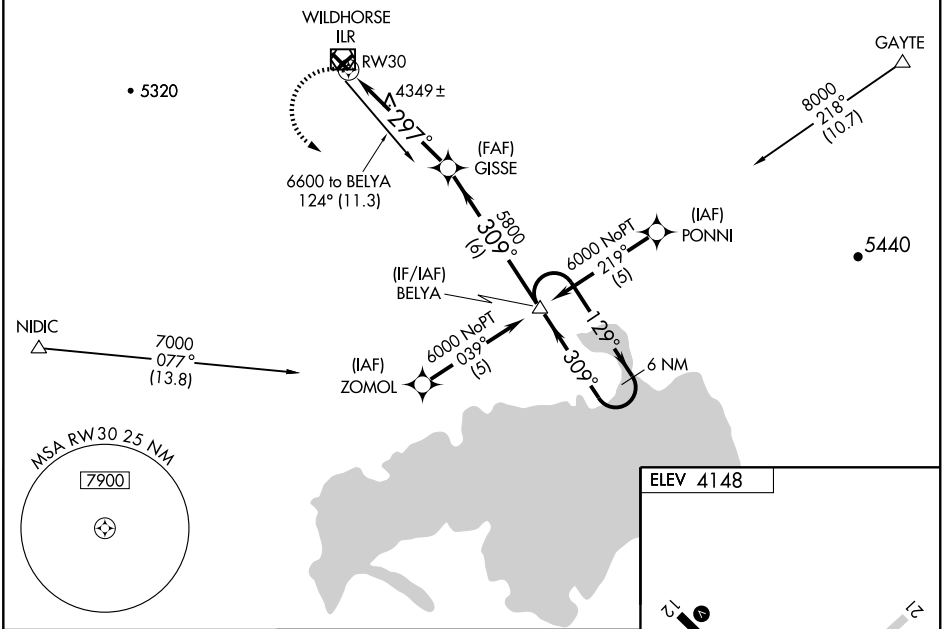
NA

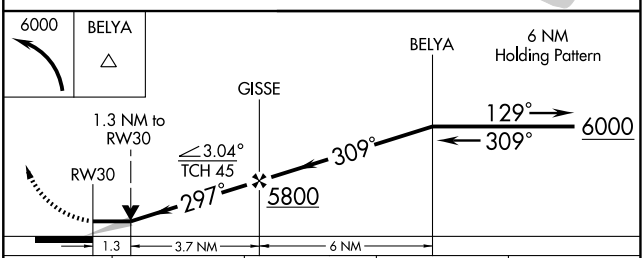
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.

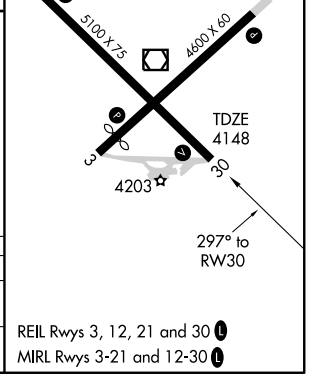
ASOS	MC MINNVILLE RADIO	UNICOM
135.575	122.5	122.8 (CTAF) L

Procedure NA for arrival at NIDIC via V357 southwestbound.
Procedure NA for arrival at GAYTE via V330 eastbound.
NoPT for arrival at ILR VOR/DME via V497 northwestbound.





CATEGORY	A	B	C	D
LNAV MDA	4600-1 452 (500-1)		4600-1¼ 452 (500-1¼)	4600-1½ 452 (500-1½)
CIRCLING	4600-1 452 (500-1)	4680-1 532 (600-1)	4680-1½ 532 (600-1½)	4720-2 572 (600-2)



REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L

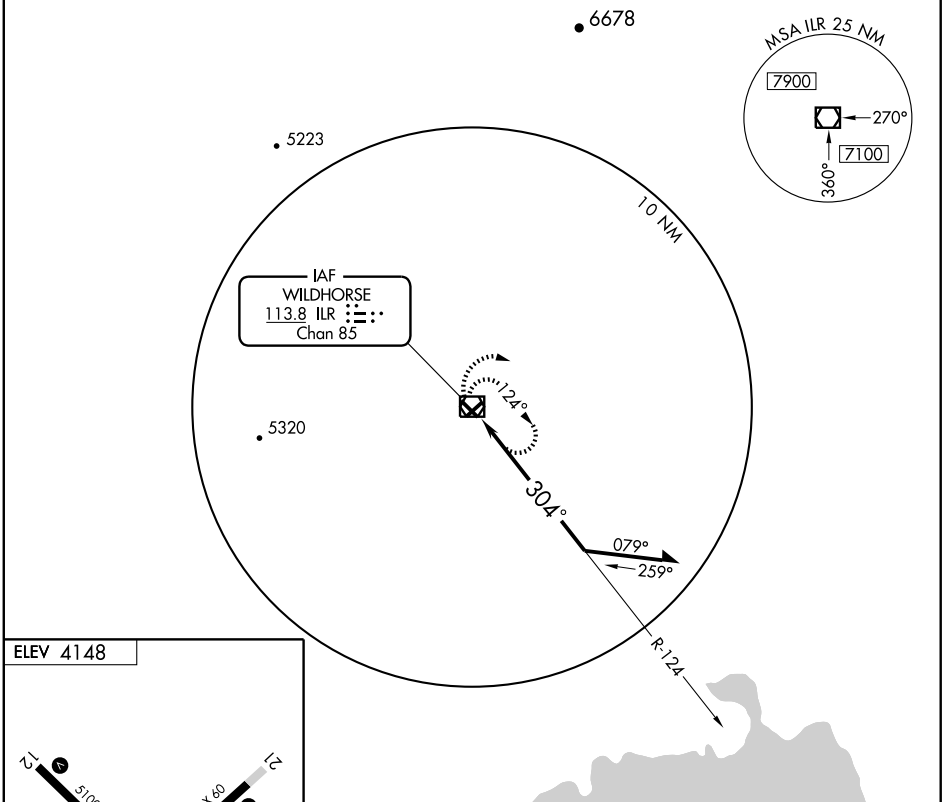
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

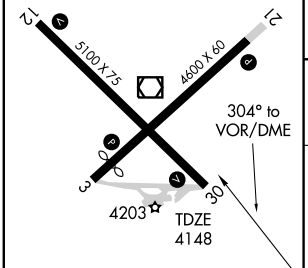
VOR/DME ILR	APP CRS	Rwy Idg	5100
113.8	304°	TDZE	4148
Chan 85		Apt Elev	4148

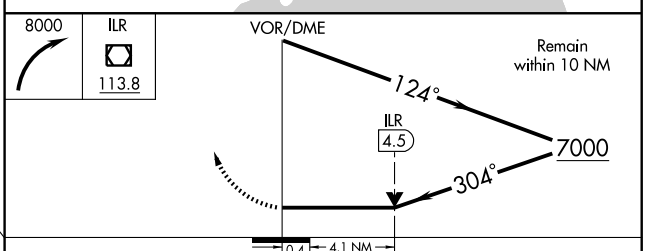
VOR RWY 30
BURNS MUNI (BNO)

MISSED APPROACH: Climbing right turn to 8000 in ILR VOR/DME holding pattern.

ASOS	MC MINNVILLE RADIO	UNICOM
135.575	122.5	122.8 (CTAF) L





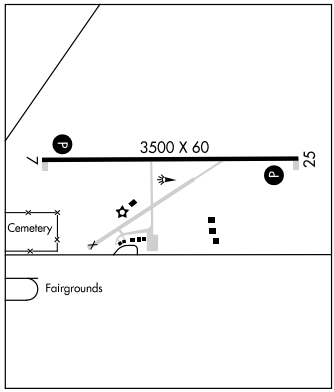


CATEGORY	A	B	C	D
S-30	5500-1¼ 1352 (1400-1¼)	5500-1½ 1352 (1400-1½)	5500-3 1352 (1400-3)	
CIRCLING	5500-1¼ 1352 (1400-1¼)	5500-1½ 1352 (1400-1½)	5500-3 1352 (1400-3)	

REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

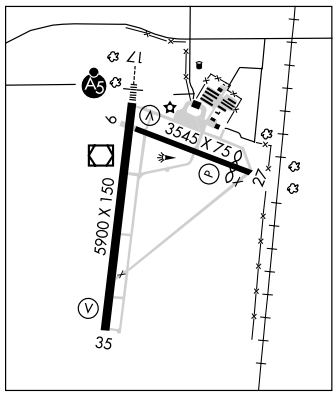
CONDON STATE PAULING FLD (3S9) 1 NE UTC−8(−7DT) N45°14.79′ W120°09.99′ **SEATTLE**
2911 B TPA—3911(1000) NOTAM FILE MMV **L–13A**
RWY 07–25: H3500X60 (CONC) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Unattended. Heavy agricultural ops Feb–Jun. Tmpry tie–down area/gravel parking apron clsd. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 104° 48.4 NM to fld. 3220/21E.
HIWAS.



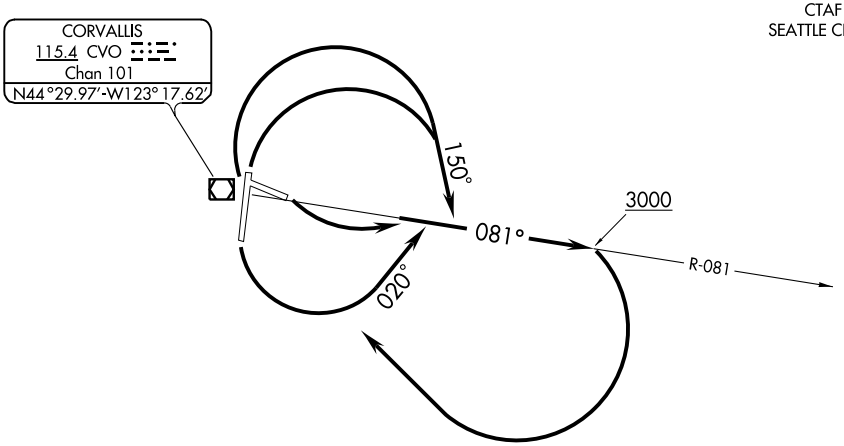
CORNELIUS

SKYPORT (4S4) 3 N UTC−8(−7DT) N45°34.96′ W123°03.17′ **SEATTLE**
174 NOTAM FILE MMV
RWY 16–34: 2000X45 (TURF–GRVL)
RWY 16: Trees. Rgt tfc. **RWY 34:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended 1400–0400Z‡. Helicopter and Ultralight ops prohibited. Rwy 16–34 rwy ends marked with half barrels. Rwy 34 dsplcd thld marked with ''L'' shaped boards.
COMMUNICATIONS: CTAF 122.9

CORVALLIS MUNI (CVO) 4 SW UTC−8(−7DT) N44°29.83′ W123°17.37′ **KLAMATH FALLS**
250 B S4 **FUEL** 100LL, JET A OX 1, 2, 3 TPA—1050(800) NOTAM FILE CVO **H–1B, L–1B**
RWY 17–35: H5900X150 (ASPH) S–35, D–73, 2S–127, 2D–100 MIRL **IAP**
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 51′.
RWY 09–27: H3545X75 (ASPH) S–51, D–65, 2S–127, 2D–100 MIRL
RWY 27: PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 199′. Railroad.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. Heavy–light helicopter activity on and invof arpt, be aware of possible rotor tip vortices. ACTIVATE MALSR Rwy 17 and MIRL Rwy 09–27 and REIL Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.775 (541) 754–0081.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CASCADE APP/DEP CON** 127.5 (1400–0730Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8 (0730–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.
(H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ at fld. 241/18E.
LEWISBURG NDB (MHW) 225 LWG N44°36.82′ W123°16.24′ 169° 7.0 NM to fld.
ILS 111.9 I–CVO Rwy 17. Class IT.



AWOS-3 135.775
CASCADE DEP CON ★
127.5 348.7
CTAF 123.0
SEATTLE CENTER
125.8



TAKEOFF MINIMUMS

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500.
Rwys 17/35, standard.
Rwy 27, standard with minimum climb of 310' per NM to 2300.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.
Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.
Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence. . . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081, thence. . . .

.... climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for route of flight.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-CVO	APP CRS	Rwy Idg	5900
111.9	169°	TDZE	244
		Apt Elev	246

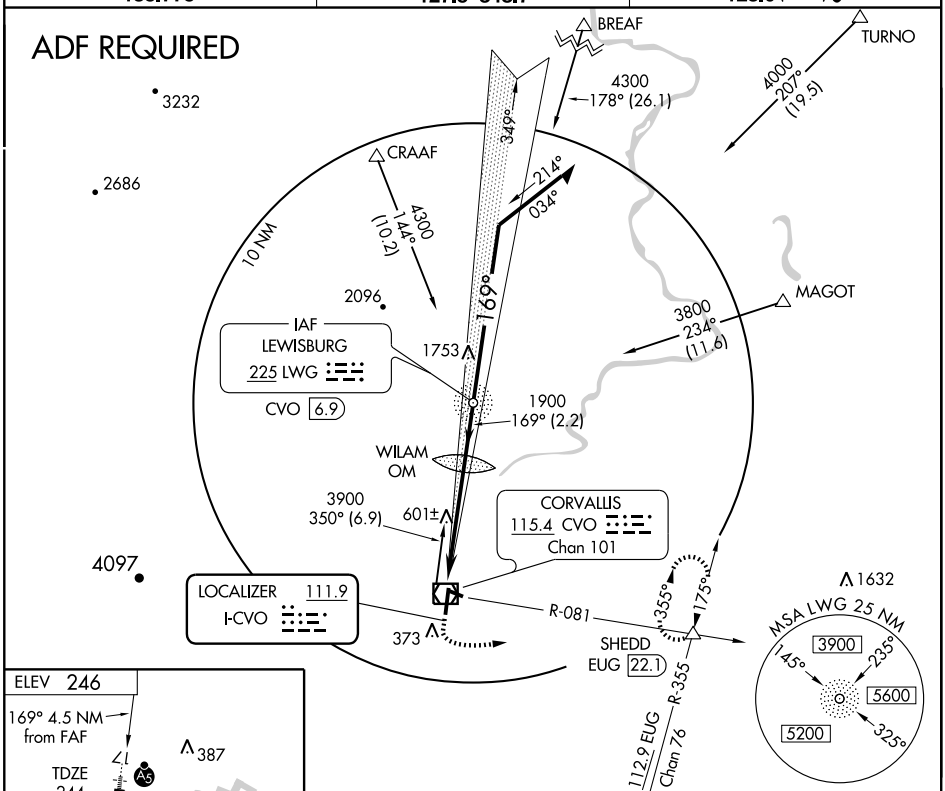
ILS RWY 17
CORVALLIS MUNI (CVO)

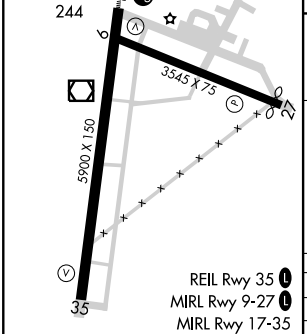
T
A NA

MALSR

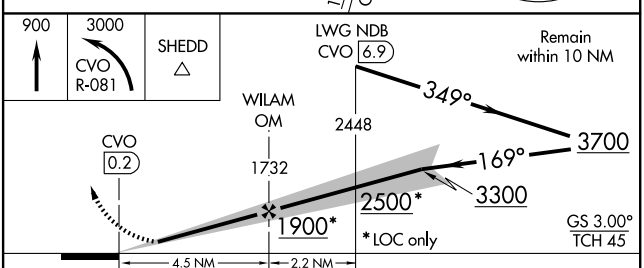
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via the CVO R-081 to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 17	444-½ 200 (200-½)			
S-LOC 17	860-½ 616 (700-½)		860-1¼ 616 (700-1¼)	860-1½ 616 (700-1½)
CIRCLING	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	880-2 634 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

NDB RWY 17

CORVALLIS MUNI (CVO)

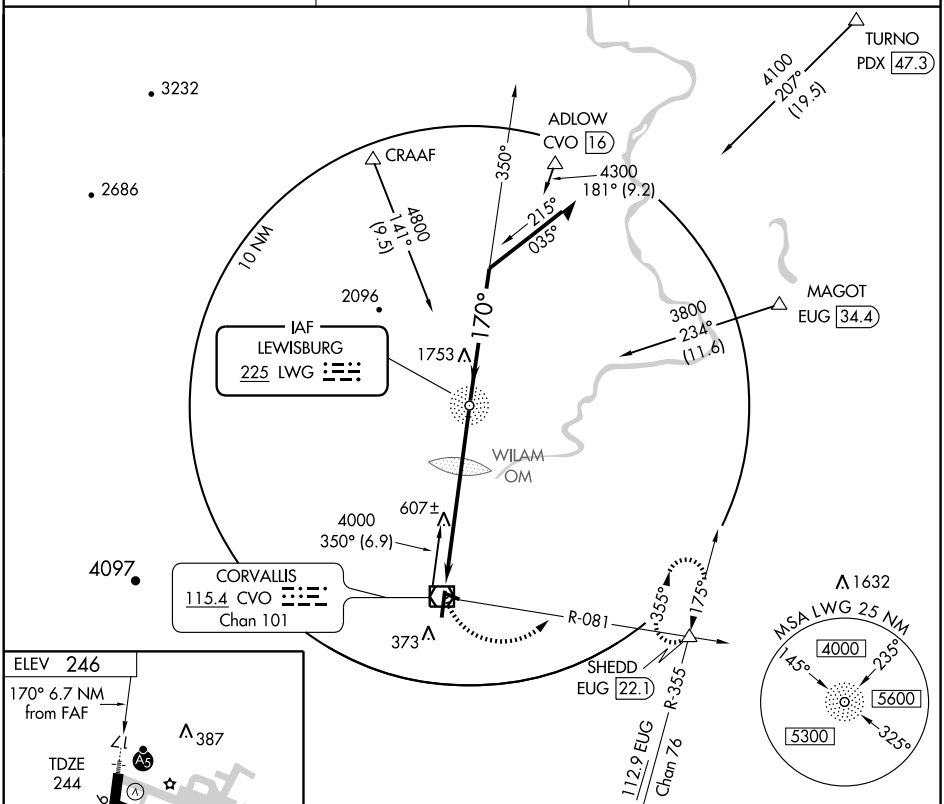
NDB LWG 225	APP CRS 170°	Rwy Idg 5900 TDZE 244 Apt Elev 246

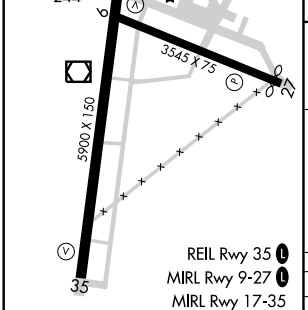
NA

MALSR

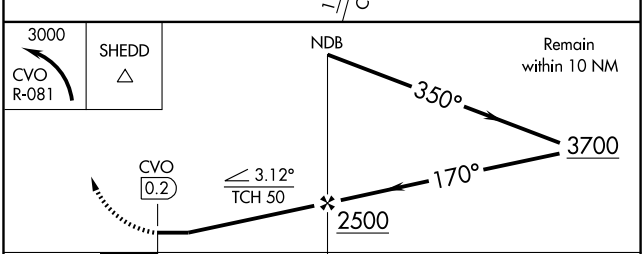
MISSED APPROACH: Climbing left turn to 3000 via the CVO R-081 to SHEDD Int/EUG 22.1 DME and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-17	960-¾ 716 (800-¾)		960-1½ 716 (800-1½)	960-2 716 (800-2)
CIRCLING	960-1 714 (800-1)		960-2 714 (800-2)	960-2¼ 714 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5900
CH 78311	169°	TDZE	248
W17A		Apt Elev	250

RNAV (GPS) RWY 17

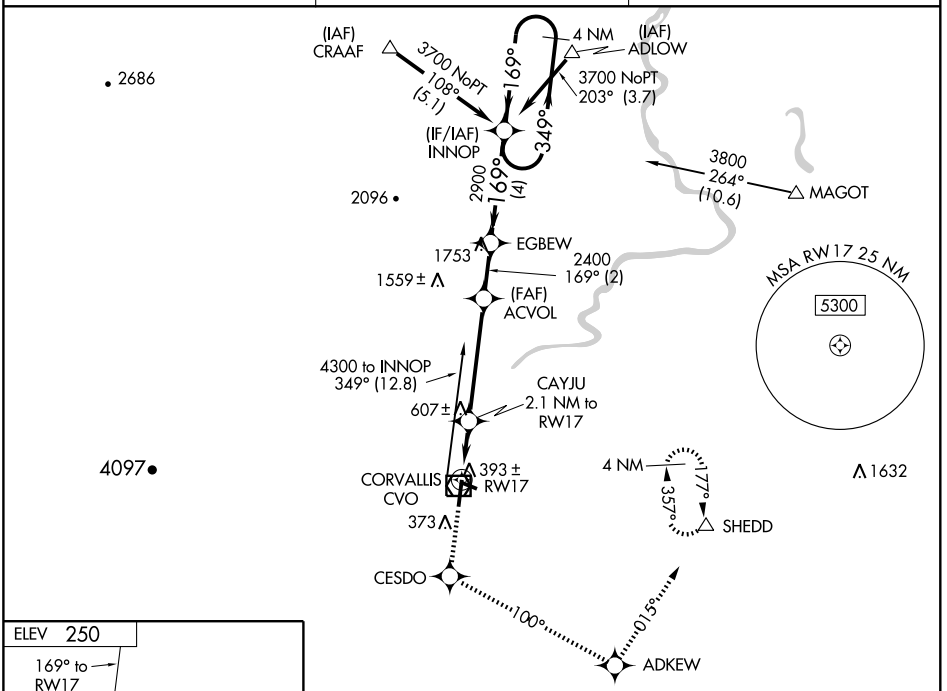
CORVALLIS MUNI (CVO)

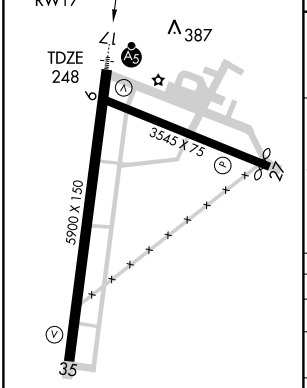
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR increase LNAV Cats C and D visibility to 1¼.

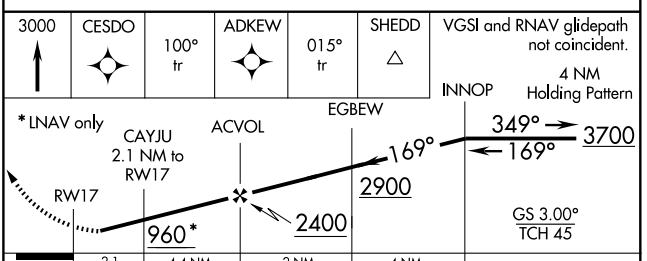
MALSR

MISSED APPROACH: Climb to 3000 direct CESDO and via 100° track to ADKEW and via 015° track to SHEDD and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		582-1	334 (400-1)	
LNAV/VNAV DA		670-1	422 (500-1)	
LNAV MDA		660-1	412 (500-1)	
CIRCLING	720-1 470 (500-1)		720-1½ 470 (500-1½)	900-2 650 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 69517 W35A	APP CRS 349°	Rwy Idg 5900 TDZE 250 Apt Elev 250

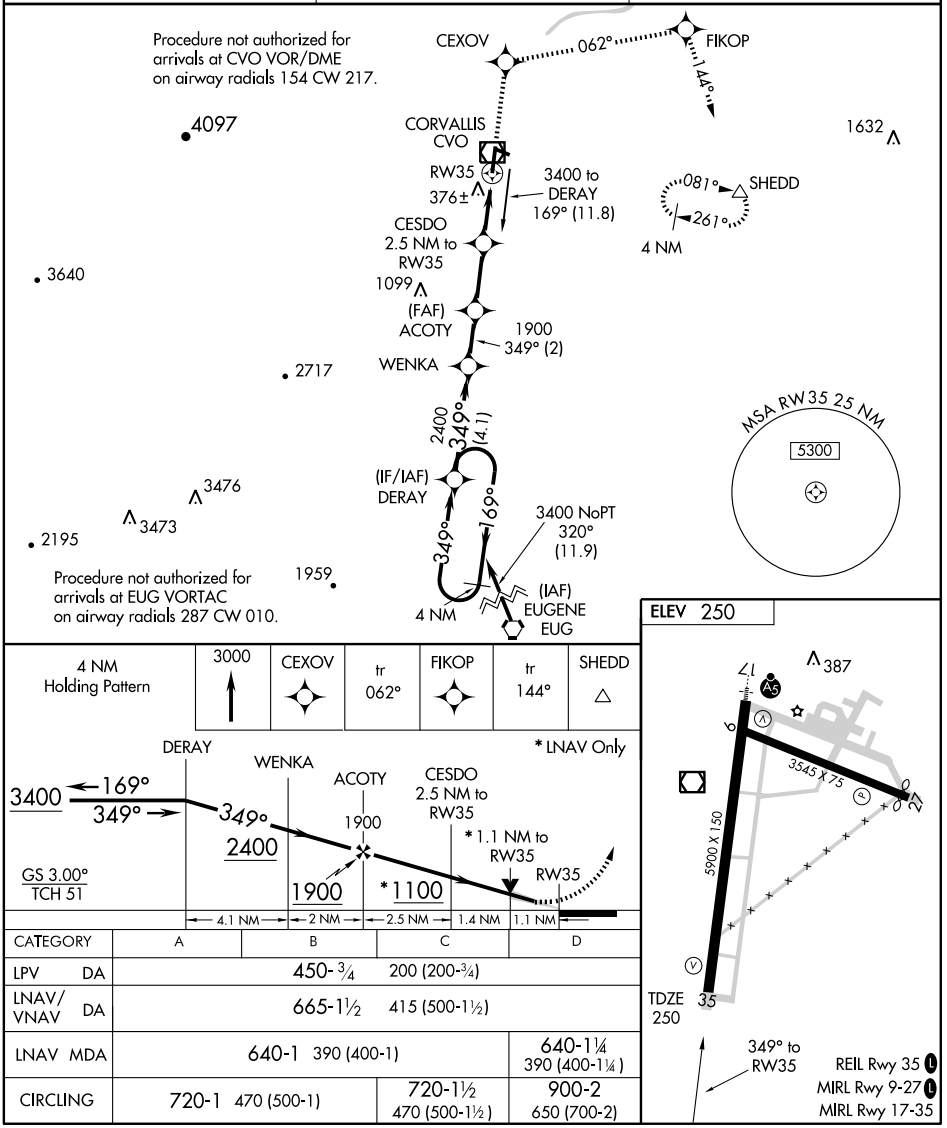
RNAV (GPS) RWY 35

CORVALLIS MUNI (CVO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received use Eugene altimeter setting, increase LPV DA to 520 feet, increase LNAV/VNAV DA to 735 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C/D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Eugene altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEXOV and on track 062° to FIKOP and on track 144° to SHEDD and hold.

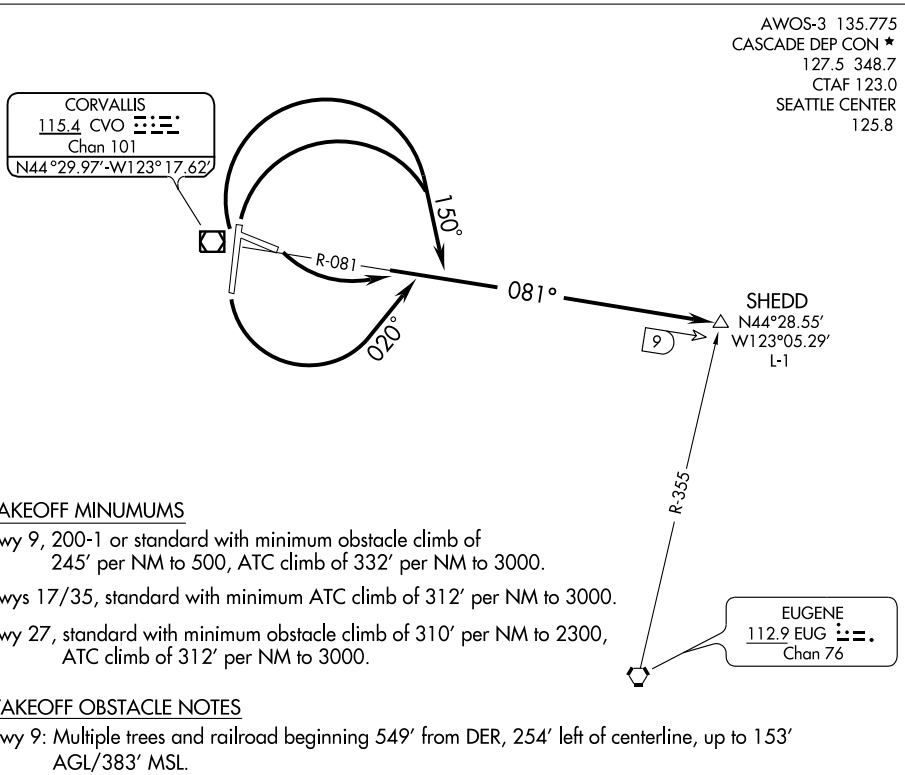
AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-¾	200 (200-¾)		
LNAV/VNAV DA	665-1½	415 (500-1½)		
LNAV MDA	640-1	390 (400-1)		640-1¼ 390 (400-1¼)
CIRCLING	720-1	470 (500-1)	720-1½ 470 (500-1½)	900-2 650 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

SHEDD ONE DEPARTURE



TAKEOFF MINUMUMS

Rwy 9, 200-1 or standard with minimum obstacle climb of 245' per NM to 500, ATC climb of 332' per NM to 3000.

Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000.

Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300, ATC climb of 312' per NM to 3000.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.
Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.
Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081 to SHEDD INT, thence. . . .

. . . .via assigned route/clearance.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

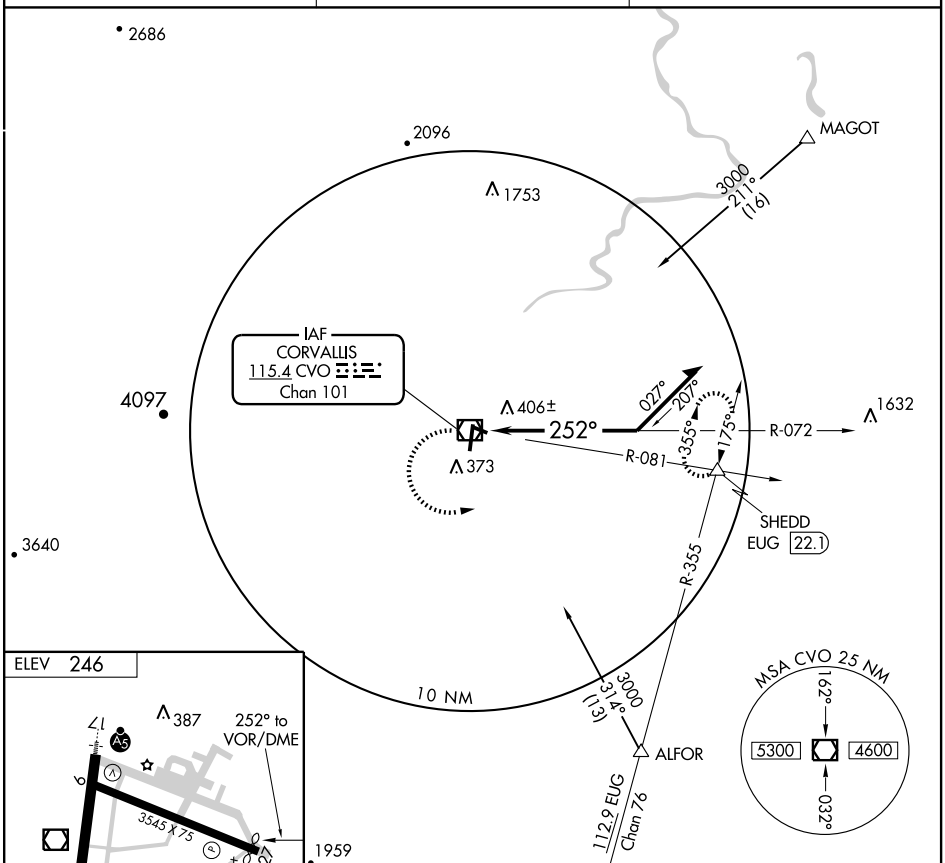
NW-1, 23 SEP 2010 to 21 OCT 2010

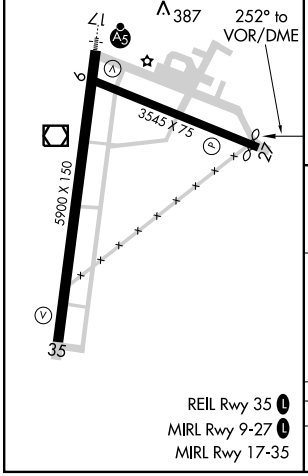
VOR/DME CVO	APP CRS	Rwy Idg	N/A
115.4	252°	TDZE	N/A
Chan 101		Apt Elev	246

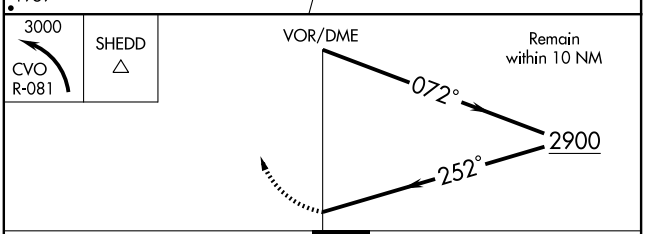
VOR-A
CORVALLIS MUNI (CVO)

MISSED APPROACH: Climbing left turn to 3000 via CVO VOR/DME R-081 to SHEDD Int/EUG 22.1 DME and hold.

AWOS-3	CASCADE APP CON★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1154 (1200-1¼)	1400-1½ 1154 (1200-1½)	1400-3 1154 (1200-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	177°	TDZE	244
Chan 101		Apt Elev	246

VOR/DME RWY 17

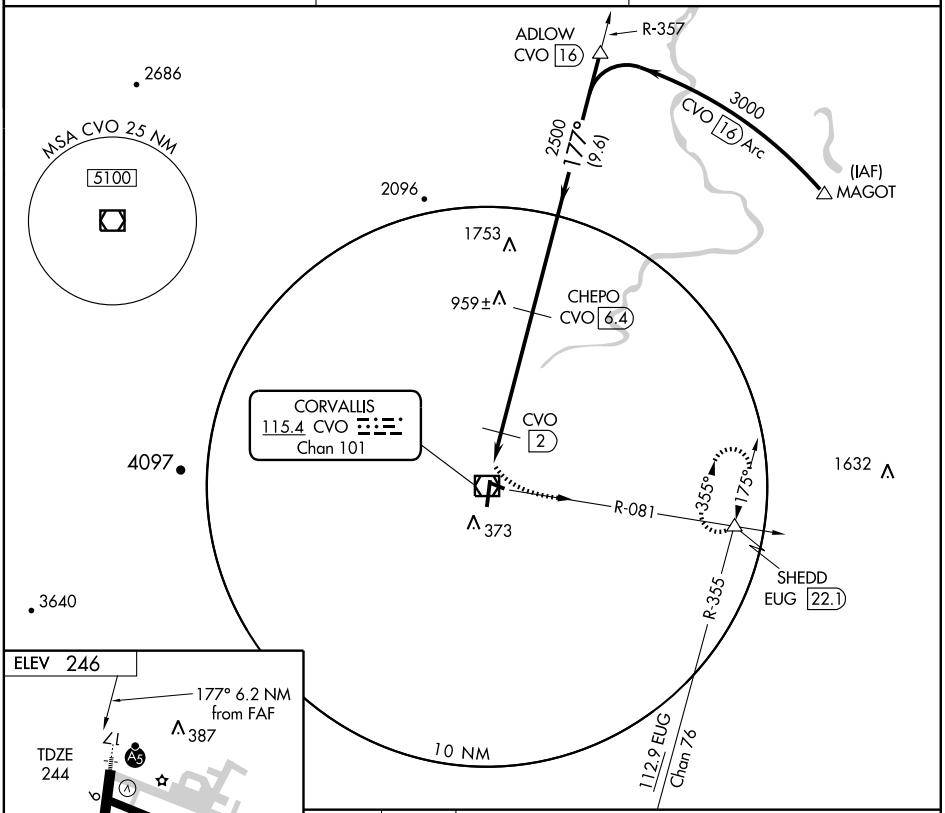
CORVALLIS MUNI (CVO)

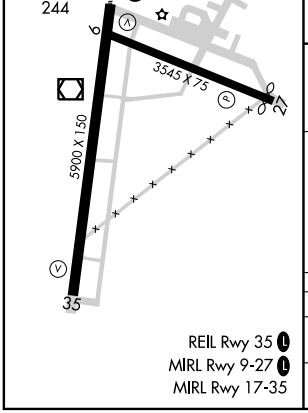
For inoperative MALSR, increase S-17 Cat. D to 1¼ mile.

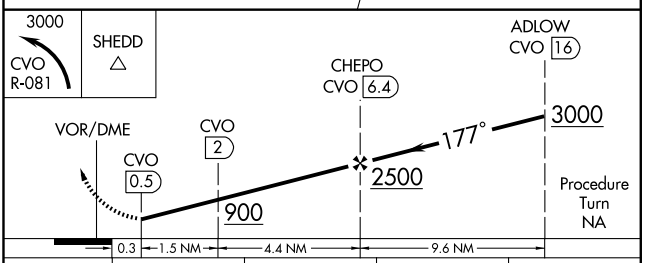
MALSR

MISSED APPROACH: Climbing left turn to 3000 via CVO R-081 to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	660-½ 416 (500-½)		660-¾ 416 (500-¾)	660-1 416 (500-1)
CIRCLING	720-1 474 (500-1)		720-1½ 474 (500-1½)	880-2 634 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

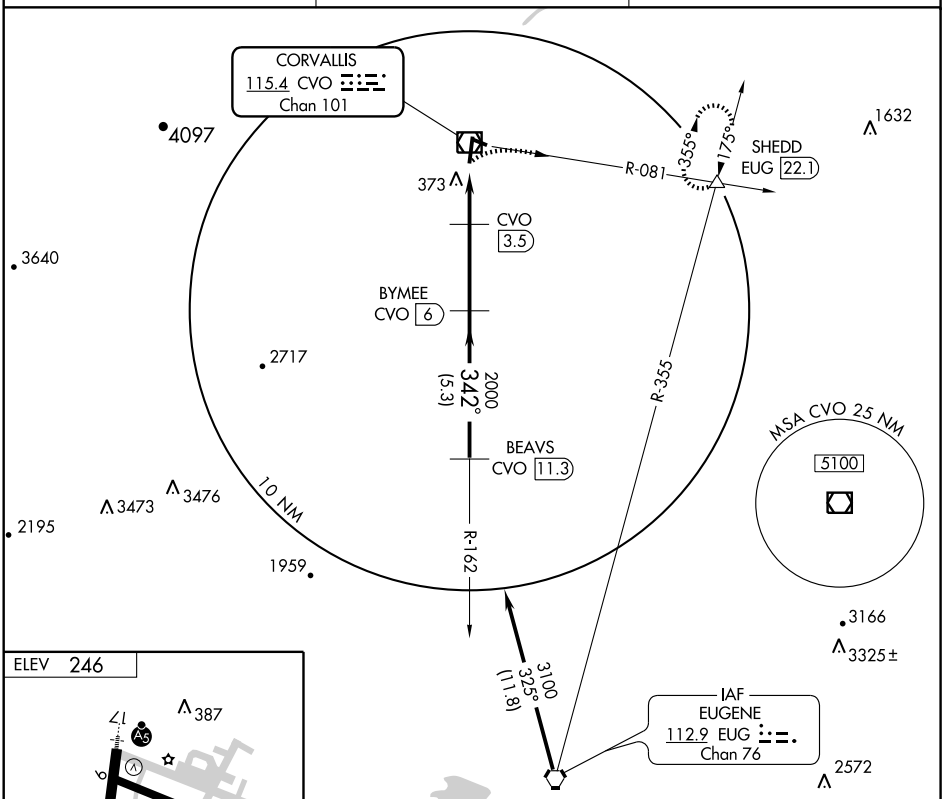
VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	342°	TDZE	246
Chan 101		Apt Elev	246

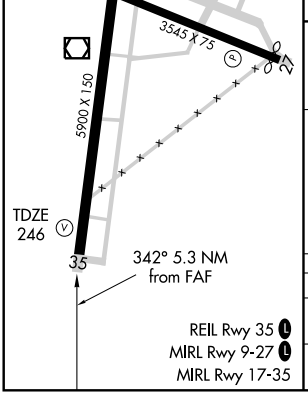
VOR/DME RWY 35

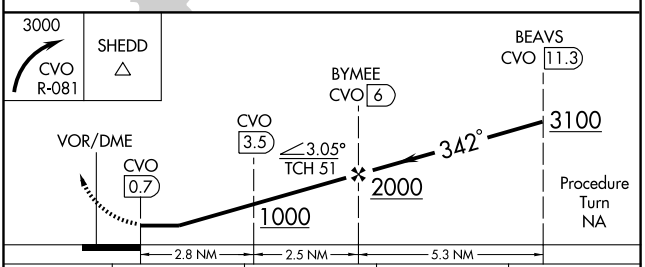
CORVALLIS MUNI (CVO)

MISSED APPROACH: Climbing right turn to 3000 via CVO R-081to SHEDD Int and hold.

AWOS-3	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1 394 (400-1)			640-1¼ 394 (400-1¼)
CIRCLING	720-1 474 (500-1)		720-1½ 474 (500-1½)	880-2 634 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

EUGENE/MAHLON SWEET FIELD (EUG)
EUGENE, OREGON

AL-140 (FAA)

ATIS
125.225
EUGENE TOWER★
124.15 371.9 (RWY 16L-34R)
118.9 371.9 (RWY 16R-34L)
GND CON
121.7 269.5
CLNC DEL
121.7 269.5

D

44°08.0'N
44°07.5'N
44°07.0'N

123°13.5'W
123°13.0'W
123°12.5'W

VAR 16.1° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

16R
ELEV 360
163.3°
8009 X 150

16L
ELEV 363
163.3°
6000 X 150

343.3°
343.3°

34L
ELEV 366

34R
FIELD ELEV 374

A1 A2 A3 A4 A5 A6 A7 A8 A9
B1 B2 B3 B4
C D E F G H J K L M N P R

GENERAL AVIATION PARKING
TERMINAL
FIRE STATION
TWR 494
HS 1
GENERAL AVIATION PARKING

RWY 16L-34R
S-105, D-175, 2D-240
RWY 16R-34L
S-75, D-200, 2D-400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 23 SEP 2010 to 21 OCT 2010

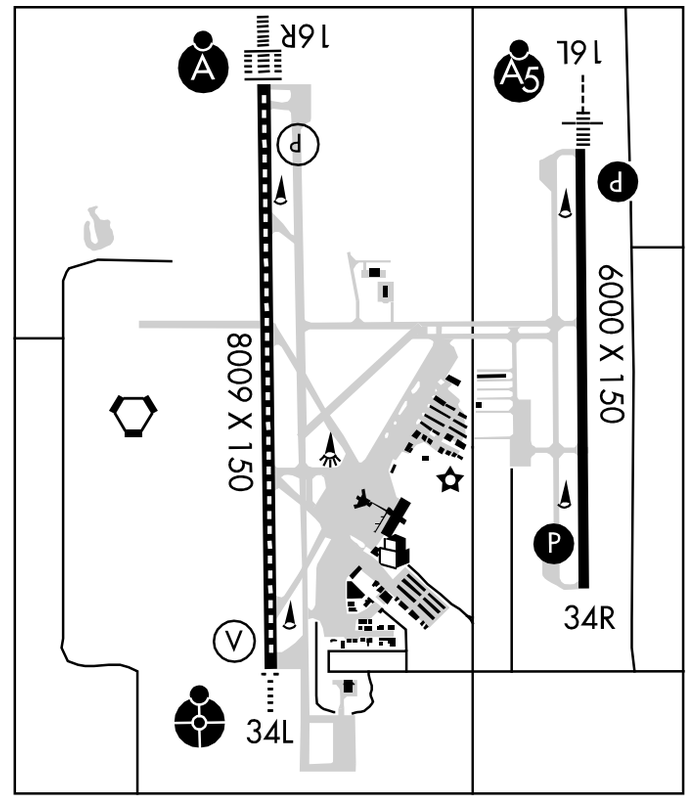
EUGENE

MAHLON SWEET FLD (EUG) 7 NW UTC−8(−7DT) N44°07.40′ W123°13.12′

KLAMATH FALLS
H–1B, L–1B
IAP, AD

374 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B
NOTAM FILE EUG

RWY 16R–34L: H8009X150 (ASPH–GRVD) S–75, D–200, 2D–400 HIRL CL
RWY 16R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 34L: ODALS. VASI(V4L)—GA 3.0° TCH 53′.
RWY 16L–34R: H6000X150 (ASPH–GRVD) S–105, D–175, 2D–400 HIRL
RWY 16L: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 50′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 16R:	TORA–8009	TODA–8009	ASDA–8009	LDA–8009
RWY 34L:	TORA–8009	TODA–8009	ASDA–8009	LDA–8009
RWY 34R:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000

AIRPORT REMARKS: Attended continuously. Migratory waterfowl and other birds on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541–682–5430. ARFF svcs unavailable 0000–0500 local except PPR 541–682–5430. No access to Rwy 34L byd Twy A9. Helicopters ldg and departing avoid overflying the airline passenger terminal and ramp located E of Rwy 16R–34L. Helipad west of Rwy 16R restricted, PPR phone 541–682–5430. Twys H and K unavailable to acft 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. HIRL Rwy 16L–34R and Rwy 16R–34L twr ctl 1400–0730Z‡, med ints 0730–1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and ODALS Rwy 34L, MALSR Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ctl 1400–0730Z‡, 0730–1400Z‡ ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS (541) 461–3114. **HIWAS** 112.9 EUG.

COMMUNICATIONS: CTAF 118.9 **ATIS** 125.225 (541) 607–4699 **UNICOM** 122.95
EUGENE RCO 122.3 (MC MINNVILLE RADIO)
Ⓡ **CASCADE APP/DEP CON** 119.6 (340°–159°) 120.25 (160°–339°) (1400–0730Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8 (0730–1400Z‡)
EUGENE TOWER 118.9 (Rwy 16R–34L), 124.15 (Rwy 16L–34R) (1400–0730Z‡) **GND CON/CLNC DEL** 121.7

AIRSPACE: CLASS D svc 1400–0730Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.
EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25′ W123°13.37′ at fld. 364/20E. **HIWAS.**
FRAKK NDB(MHW) 260 EU N44°12.77′ W123°13.23′ 160° 5.3 NM to fld.
ILS/DME 110.1 I–EUG Chan 38 Rwy 16R. Class IIIE. OM FRAKK NDB ILS unmonitored when tower closed.
ILS/DME 111.75 I–ADE Chan 54(Y) Rwy 16L. Class IE.

ATIS 125.225
GND CON
121.7 269.5
EUGENE TOWER ★
118.9 (CTAF) 371.9 (Rwy 16R-34L)
124.15 371.9 (Rwy 16L-34R)
CASCADE DEP CON
119.6 348.7

NEWBERG
117.4 UBG
Chan 121
N45°21.19′ - W122°58.69′
L-1, H-1

BATTLEGROUND
116.6 BTG
Chan 113
N45°44.87′ - W122°35.49′
L-1, H-1

CORVALLIS
115.4 CVO
Chan 101
N44°29.97′
W123°17.62′
L-1

NEWPORT
117.1 ONP
Chan 118
N44°34.52′ - W124°03.64′
L-1, H-1

343°
R-355°
355°
175°
163°

EUGENE
112.9 EUG
Chan 76
N44°07.25′ - W123°13.37′
L-1, H-1

DESCHUTES
117.6 DSD
Chan 123
N44°15.17′ - W121°18.21′
L-13, H-1

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: Aircraft taxiing beyond Rwy 16R departure end, 500′ left of centerline.

TAKE-OFF MINIMUMS

Rwy 16L/16R: Standard with minimum climb of 325′ per NM to 4400.

Rwy 34L/34R: Standard with minimum climb of 360′ per NM to 4400.

NORTH BEND
112.1 OTH
Chan 58
N43°24.93′ - W124°10.11′
L-1

ROSEBURG
108.2 RBG
Chan 19
N43°10.95′ - W123°21.13′
L-1

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Multiple power poles beginning 1036′ from DER, 74′ right of centerline, up to 35′ AGL/408′ MSL.
Multiple power poles beginning 1017′ from DER, 211′ left of centerline, up to 31′ AGL/404′ MSL.
Tower 5.7 NM from DER, 2550′ left of centerline, 173′ AGL/1281′ MSL.
Rwy 16R: Tree 1991′ from DER, 831′ left of centerline, 54′ AGL/419′ MSL.
Numerous trees beginning 1504′ from DER, 489′ right of centerline, up to 43′ AGL/408′ MSL.
Tower 5.5 NM from DER, 1.1 NM left of centerline, 173′ AGL/1281′ MSL.
Rwy 34L: Tree 1597′ from DER, 842′ left of centerline, 50′ AGL/404′ MSL.
Rwy 34R: Tree 2897′ from DER, 606′ right of centerline, 77′ AGL/440′ MSL.
Tree 2535′ from DER, 643′ left of centerline, 65′ AGL/428′ MSL.

ROGUE VALLEY
113.6 OED
Chan 83
N42°28.77′ - W122°54.78′
L-2, H-3

KLAMATH FALLS
115.9 LMT
Chan 106
N42°09.19′
W121°43.65′
L-2, H-3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L/16R: Climb heading 163° (or ATC assigned heading) for vectors to assigned route/fix . . . .

TAKE-OFF RUNWAY 34L/34R: Climb heading 343° (or ATC assigned heading) for vectors to assigned route/fix . . . .

. . . . maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000′, continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern to cross EUG VORTAC at or above MEA before proceeding enroute.

NW-1, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC/DME RWY 16L

EUGENE/MAHLON SWEET FIELD (EUG)

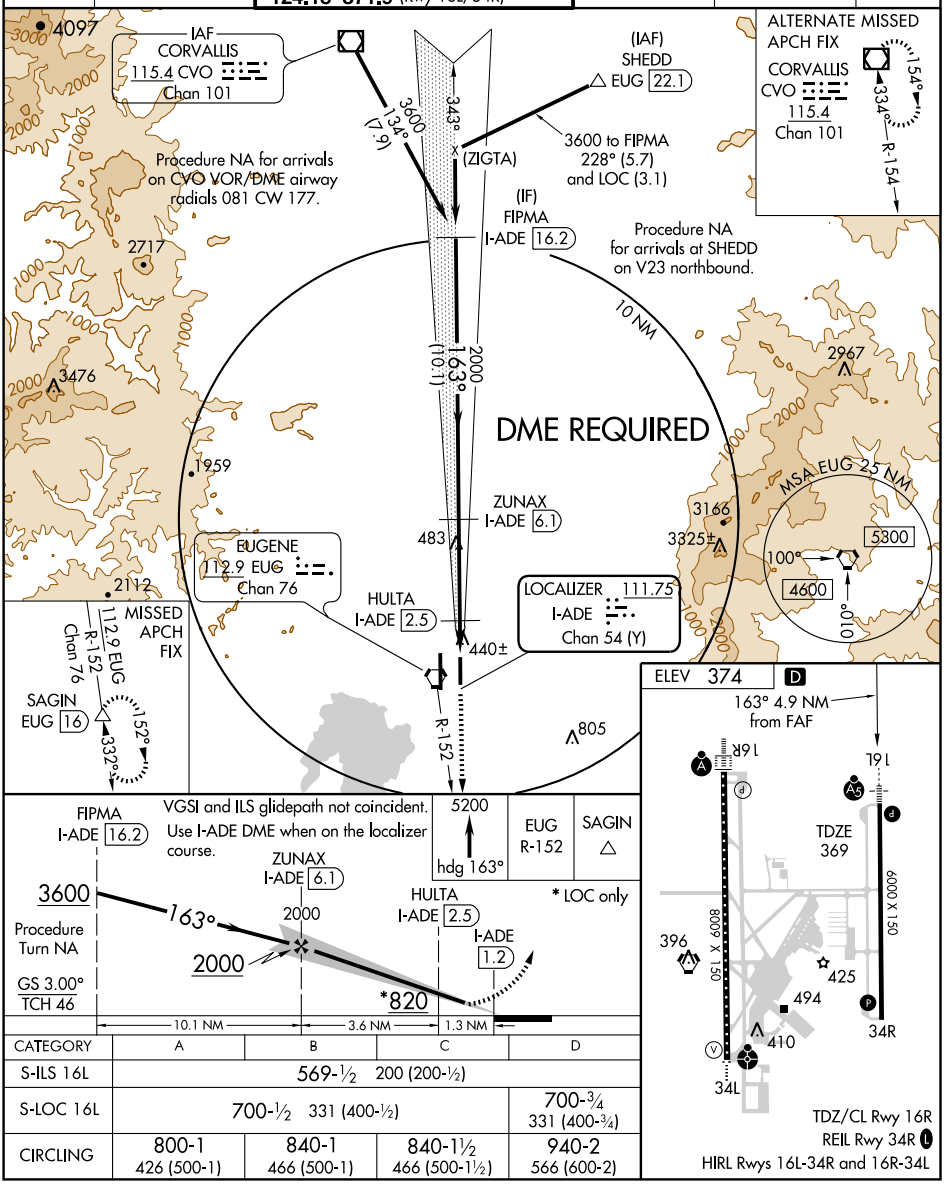
LOC/DME I-ADE	APP CRS	Rwy Idg	6000
111.75	163°	TDZE	369
Chan 54 (Y)		Apt Elev	374

For inoperative MALSR, increase S-LOC 16L Cat D visibility to 1 mile. DME required.

MALSR

MISSED APPROACH: Climb to 5200 on heading 163° and EUG VORTAC R-152 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5200, or as directed by ATC.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) (L) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-ILS 16L	569-½ 200 (200-½)			
S-LOC 16L	700-½ 331 (400-½)			700-¾ 331 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R (L)
HIRL Rwys 16L-34R and 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ILS or LOC/DME RWY 16R

EUGENE/MAHLON SWEET FIELD (EUG)

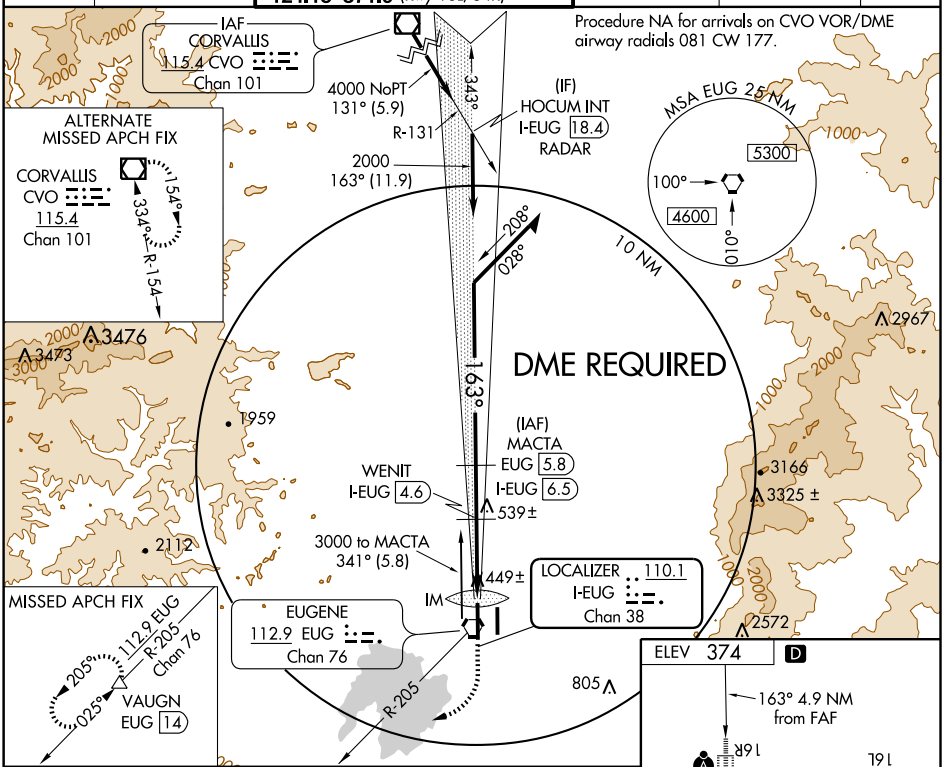
LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	163°	TDZE	363
Chan 38		Apt Elev	374

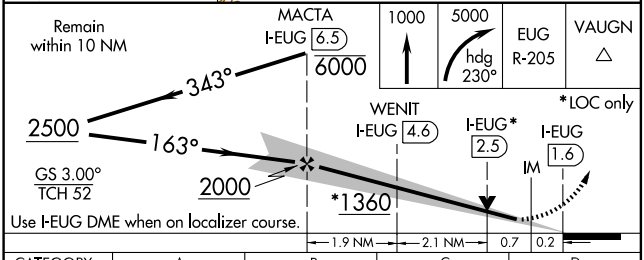
For inoperative ALSF-2, increase S-LOC 16R Cat D visibility to RVR 5000 feet. DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and EUG VORTAC R-205 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 5000; or as directed by ATC.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-ILS 16R	563/18 200 (200-½)			
S-LOC 16R	700/24 337 (400-½)			700/40 337 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ILS RWY 16R (CAT II)

EUGENE/MAHLON SWEET FIELD (EUG)

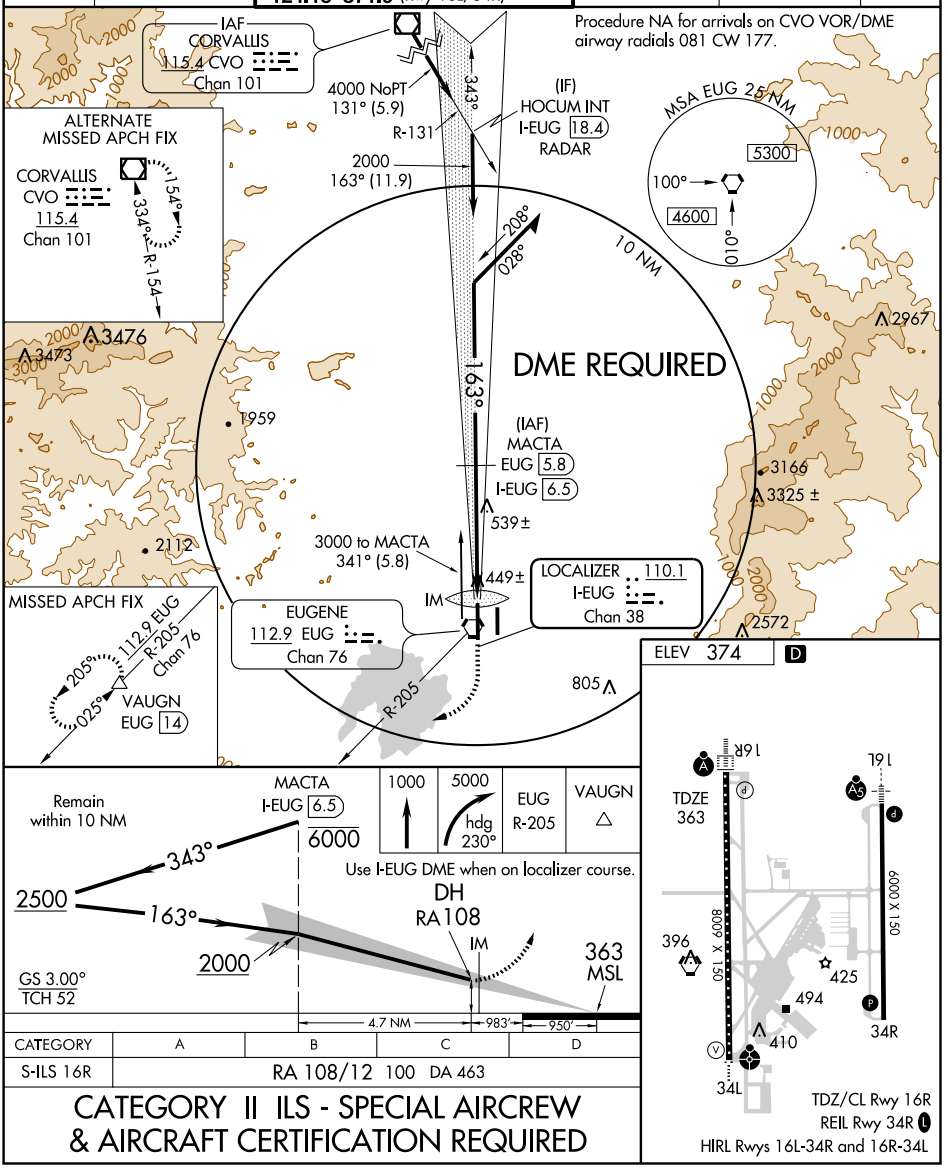
LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	163°	TDZE	363
Chan 38		Apt Elev	374

Cat II minimums NA when control tower closed. DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and EUG VORTAC R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000; or as directed by ATC.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-ILS 16R	RA 108/12 100 DA 463			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ILS RWY 16R (CAT III)

EUGENE/MAHLON SWEET FIELD (EUG)

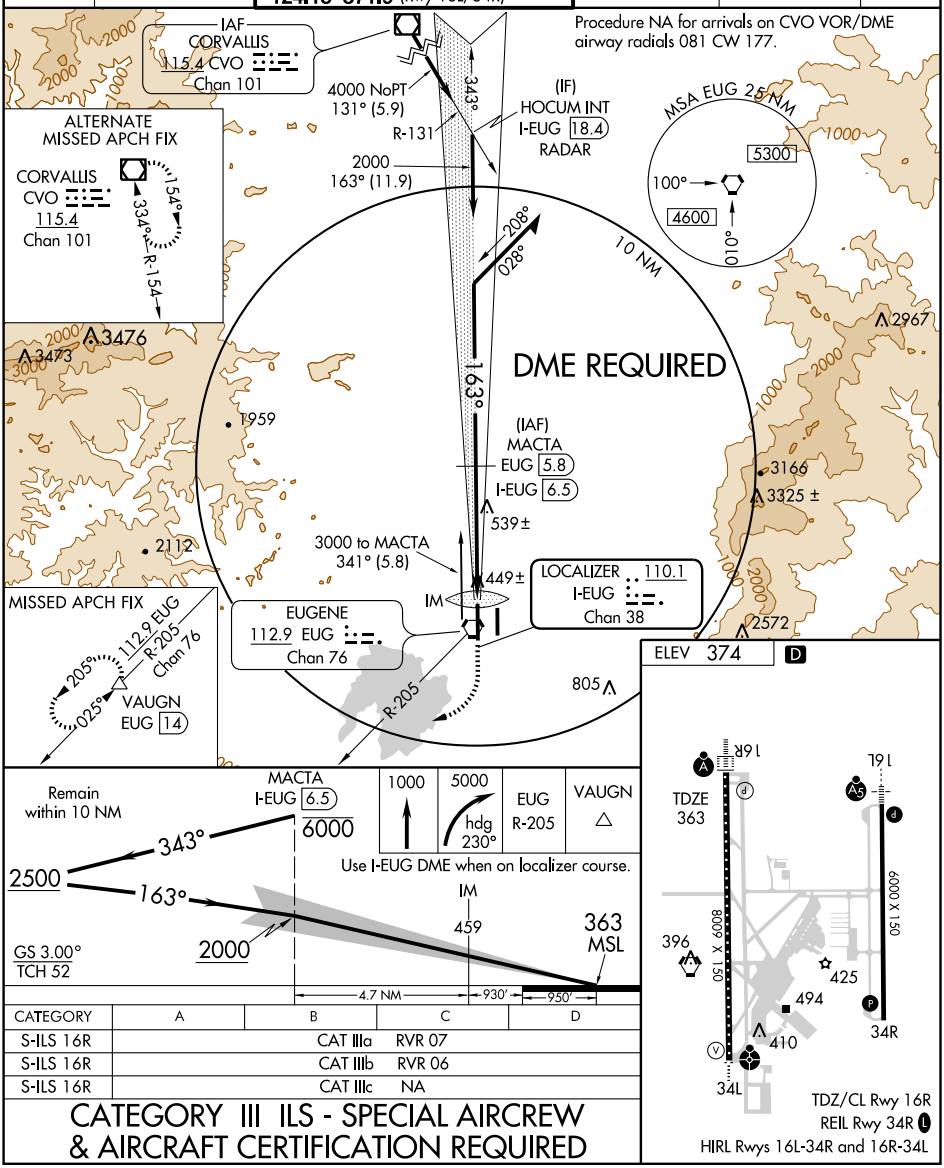
LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	163°	TDZE	363
Chan 38		Apt Elev	374

Cat III minimums NA when control tower closed. DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and EUG VORTAC R-205 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 5000; or as directed by ATC.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-ILS 16R	CAT IIIa	RVR 07		
S-ILS 16R	CAT IIIb	RVR 06		
S-ILS 16R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 16L

EUGENE/MAHLON SWEET FIELD (EUG)

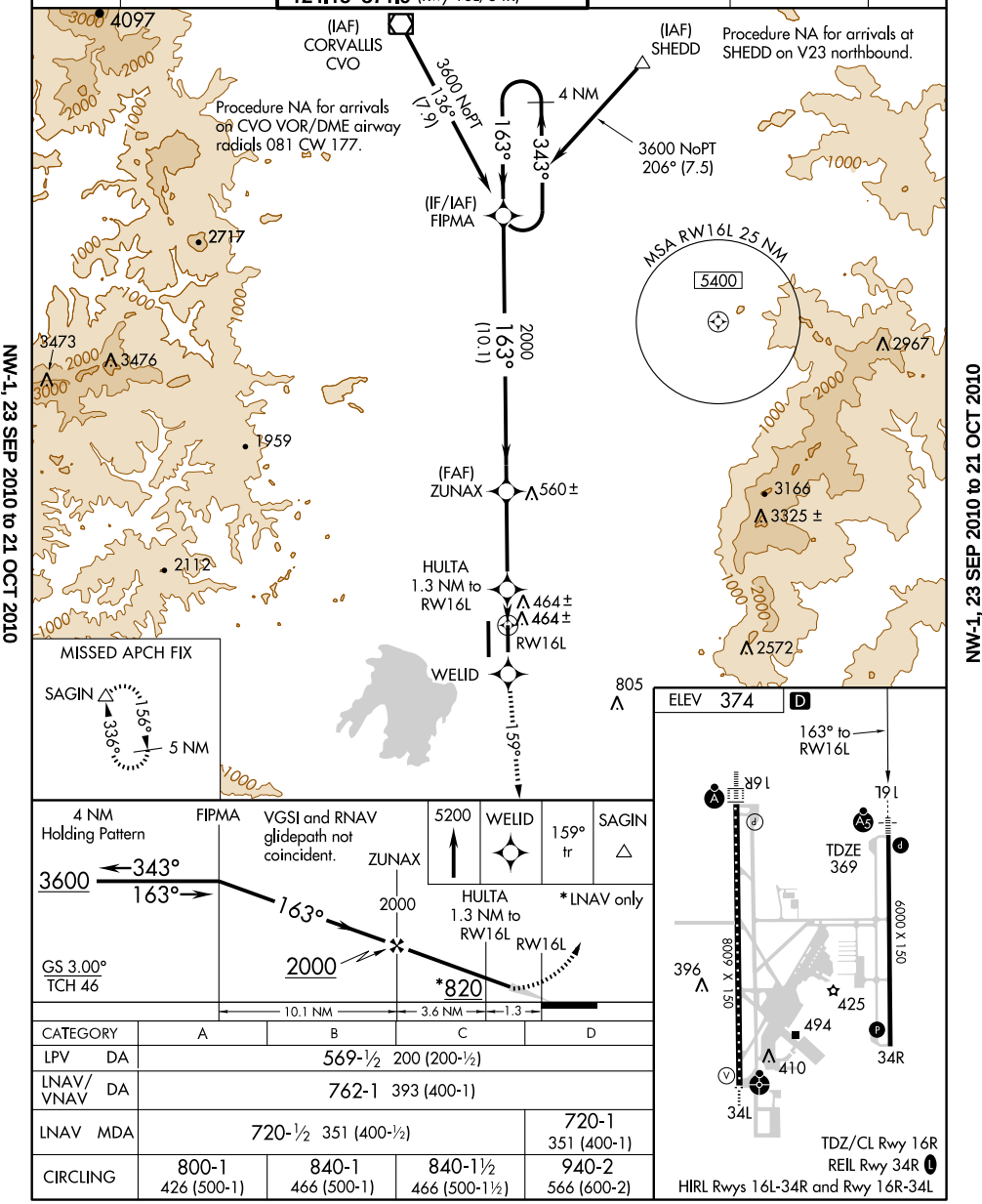
WAAS	APP CRS	Rwy Idg	6000
CH 81827	163°	TDZE	369
W16A		Apt Elev	374

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5200 direct WELID and on 159° track to SAGIN and hold, continue climb-in-hold to 5200.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
LPV DA	569-½ 200 (200-½)			
LNAV/VNAV DA	762-1 393 (400-1)			
LNAV MDA	720-½ 351 (400-½)			720-1 351 (400-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8009
CH 86518	163°	TDZE	363
W16B		Apt Elev	374

RNAV (GPS) RWY 16R

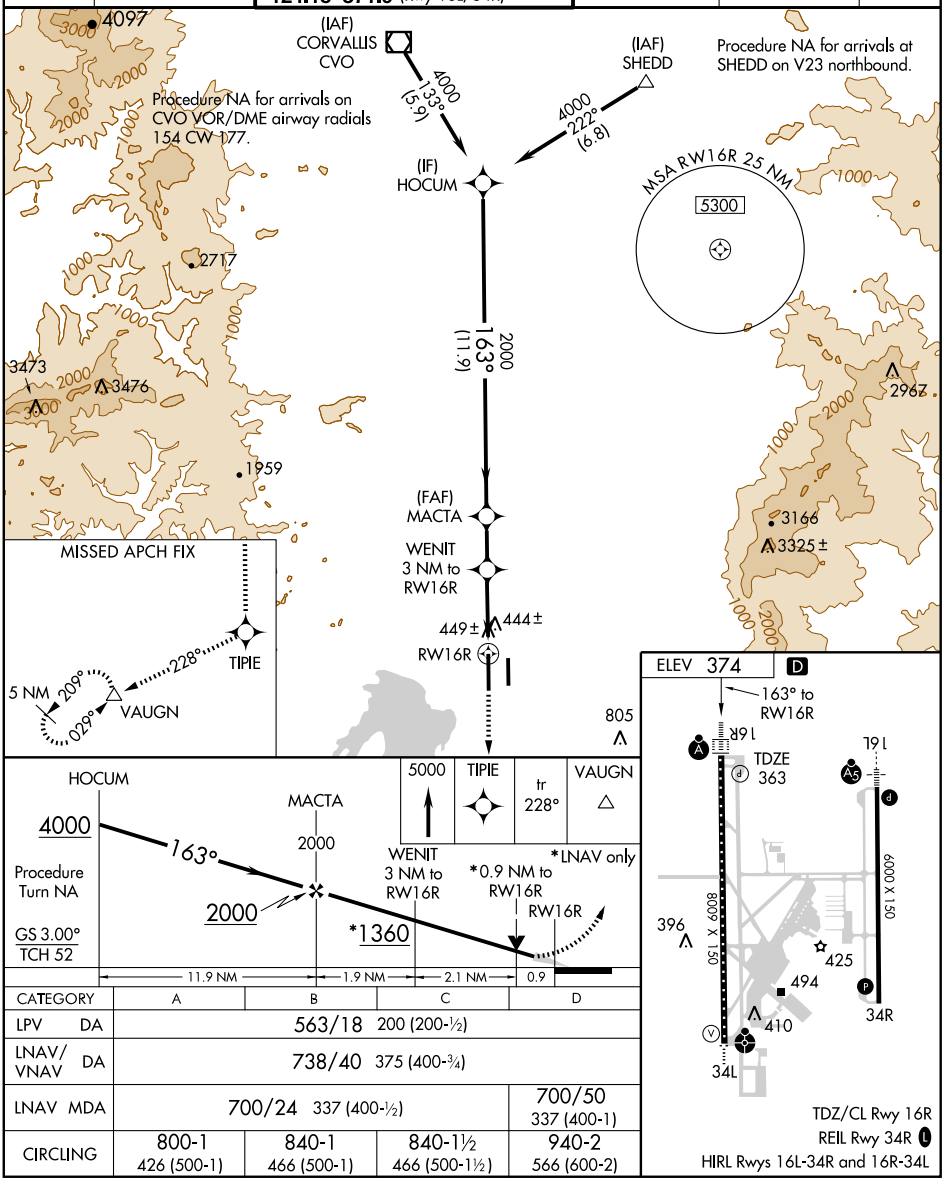
EUGENE/MAHLON SWEET FIELD (EUG)

T Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct TIPIE and on track 228° to VAUGN and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER *	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
LPV DA	563/18 200 (200-½)			
LNAV/VNAV DA	738/40 375 (400-¾)			
LNAV MDA	700/24 337 (400-½)			700/50 337 (400-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8009
CH 45600	343°	TDZE	367
W34A		Apt Elev	374

RNAV (GPS) RWY 34L

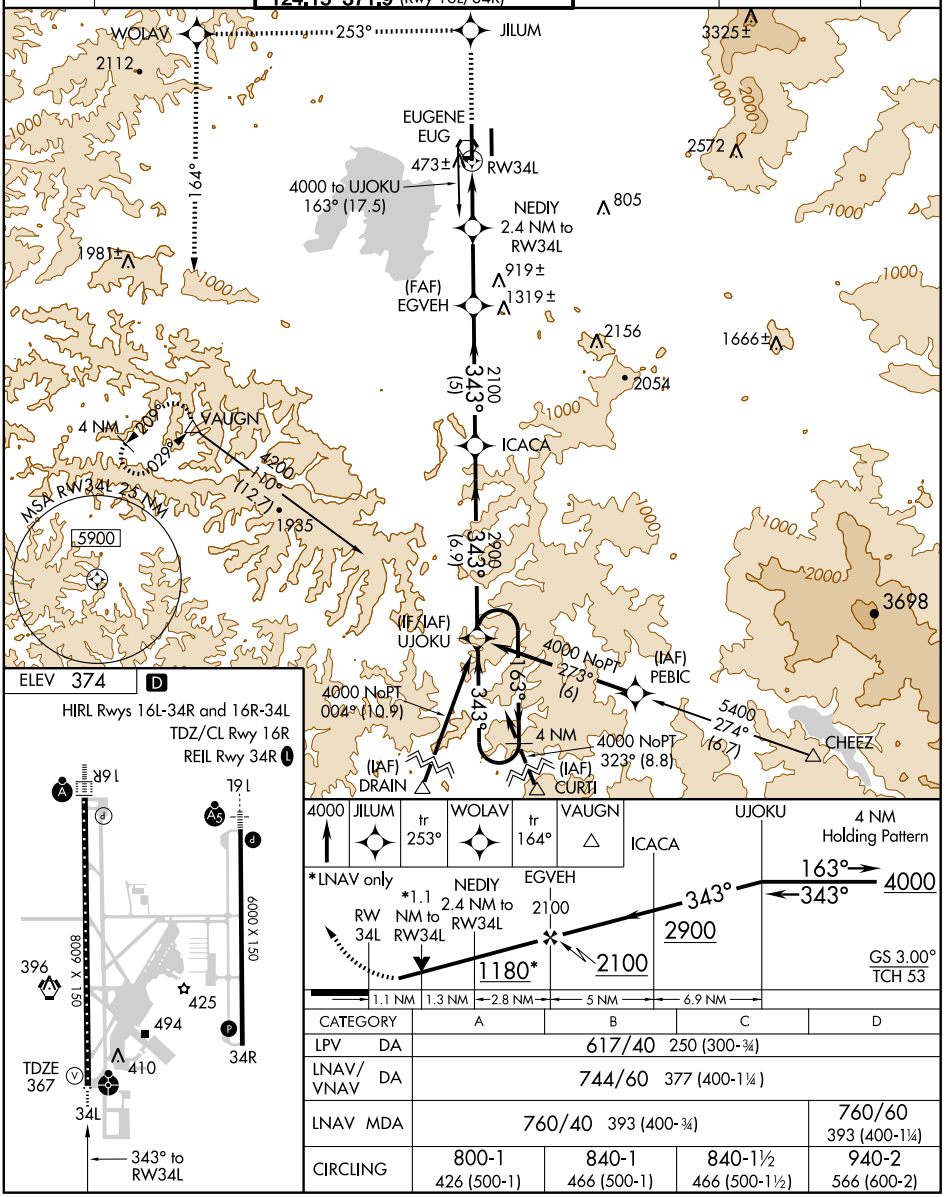
EUGENE/ MAHLON SWEET FIELD (EUG)

Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 4000 direct JILUM and on track 253° to WOLAV and track 164° to VAUGN and hold.

ATIS	CASCADE APP CON	EUGENE TOWER *	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 374 D

HIRL Rwys 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R L

CATEGORY	A	B	C	D
LPV DA	617/40 250 (300-¾)			
LNAV/ VNAV DA	744/60 377 (400-1¼)			
LNAV MDA	760/40 393 (400-¾)			760/60 393 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

WAAS	APP CRS	Rwy Idg	6000
CH 81900	343°	TDZE	374
W34B		Apt Elev	374

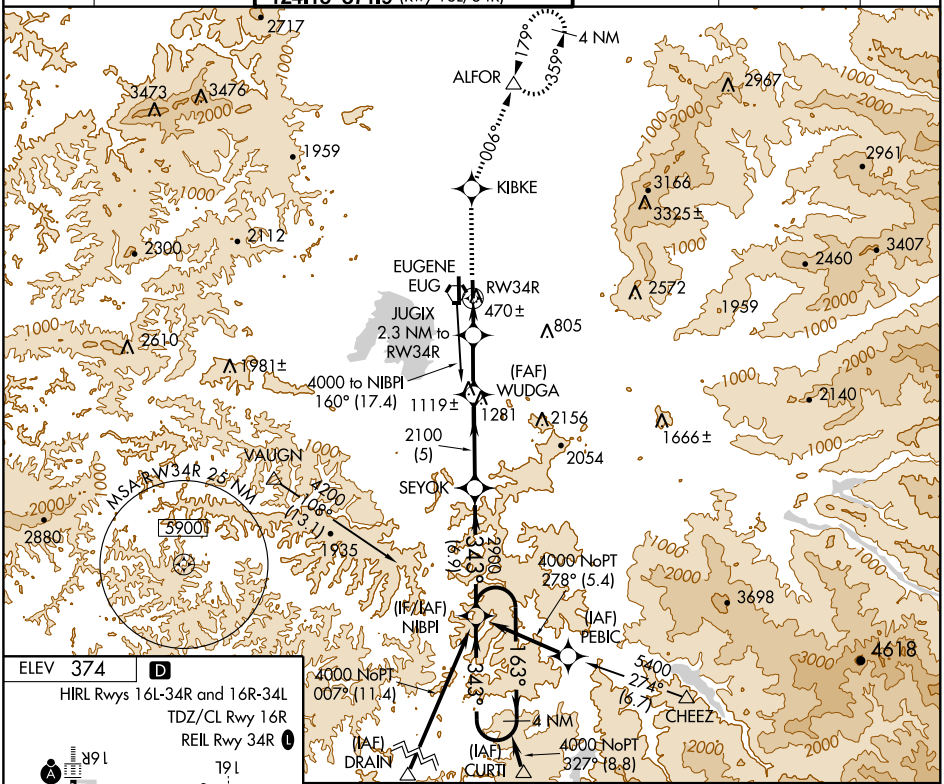
RNAV (GPS) RWY 34R

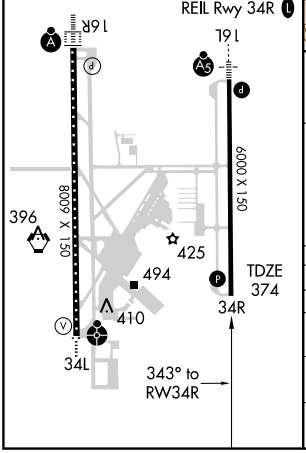
EUGENE/ MAHLON SWEET FIELD (EUG)

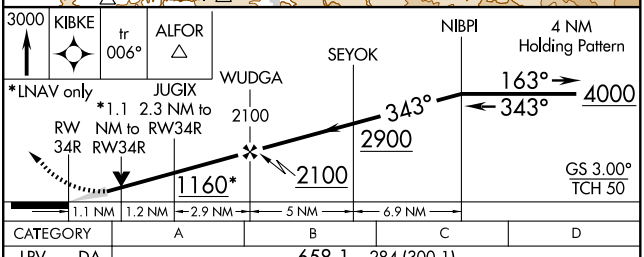
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KIBKE and on track 006° to ALFOR and hold.

ATIS	CASCADE APP CON	EUGENE TOWER★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95







CATEGORY	A	B	C	D
LPV DA	658-1 284 (300-1)			
LNAV/ VNAV DA	796-1½ 422 (500-1½)			
LNAV MDA	760-1 386 (400-1)			760-1¼ 386 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

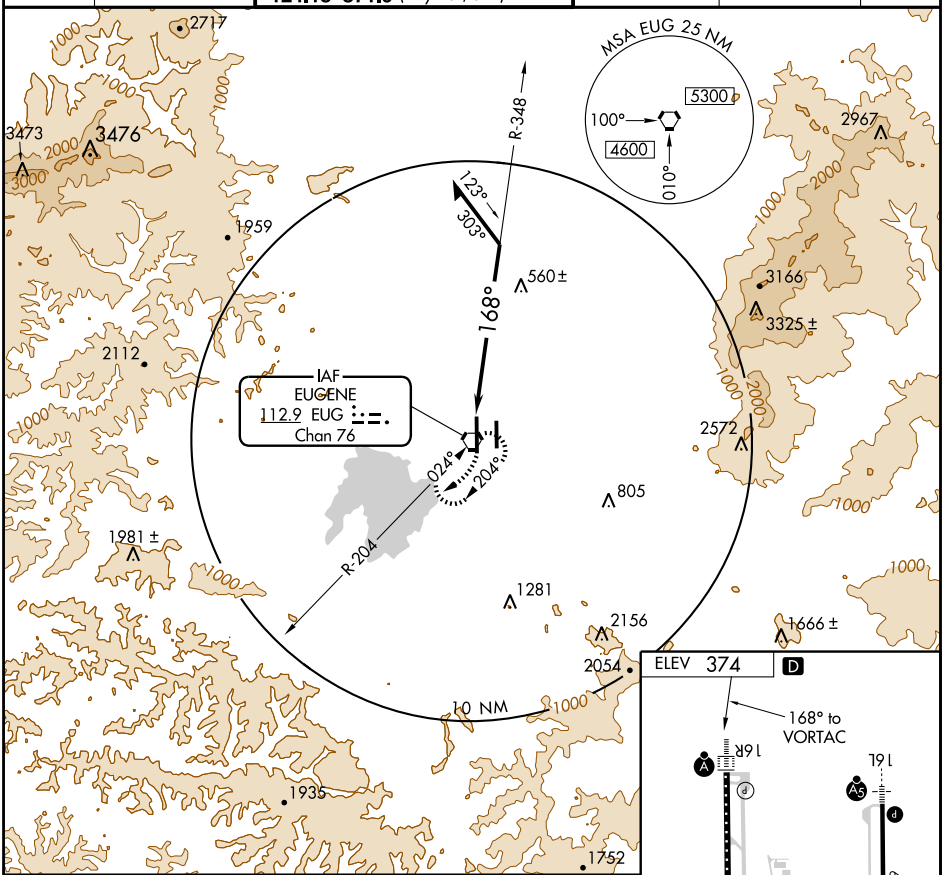
VORTAC EUG 112.9 Chan 76	APP CRS 168°	Rwy Idg N/A TDZE N/A Apt Elev 374

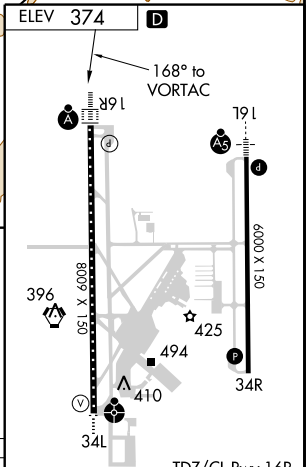
VOR-A

EUGENE/MAHLON SWEET FIELD (EUG)

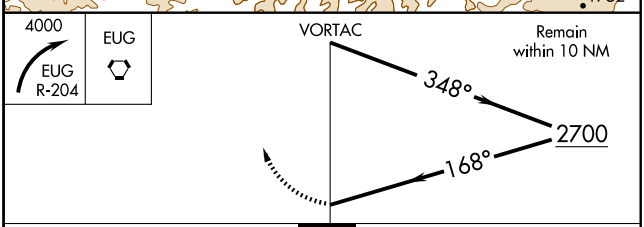
MISSED APPROACH: Climbing right turn to 4000 on EUG R-204, then direct EUG VORTAC and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L



CATEGORY	A	B	C	D
CIRCLING	1200-1 826 (900-1)	1200-1¼ 826 (900-1¼)	1200-2½ 826 (900-2½)	1200-2¾ 826 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 16R

EUGENE/MAHLON SWEET FIELD (EUG)

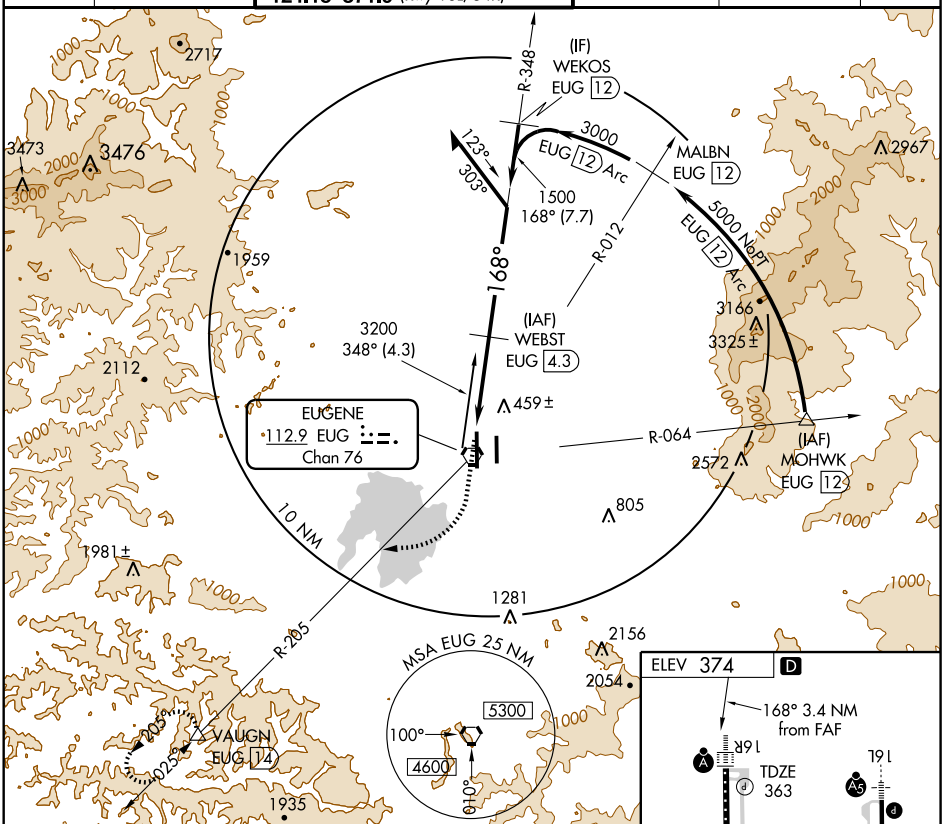
VORTAC EUG	APP CRS	Rwy Idg	8009
112.9	168°	TDZE	363
Chan 76		Apt Elev	374

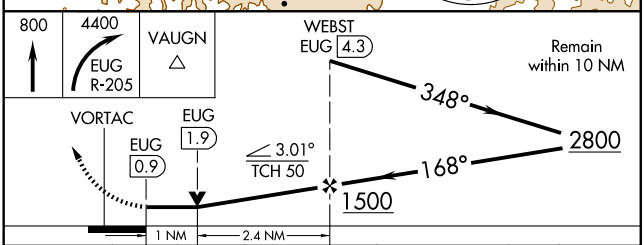
For inoperative ALSF-2, increase S-16R Cat D visibility to RVR 6000.

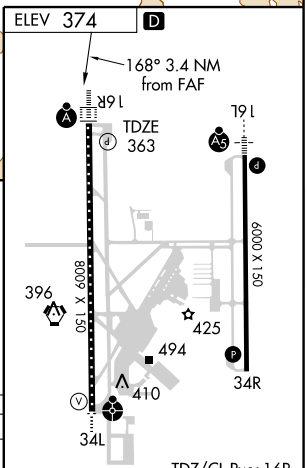
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4400 on EUG VORTAC R-205 to VAUGN/EUG 14 DME and hold. Continue climb in hold to 4400.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95







CATEGORY	A	B	C	D
S-16R	720/24 357 (400-½)			720/50 357 (400-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC EUG	APP CRS	Rwy Idg	8009
112.9	332°	TDZE	367
Chan 76		Apt Elev	374

VOR/DME or TACAN RWY 34L

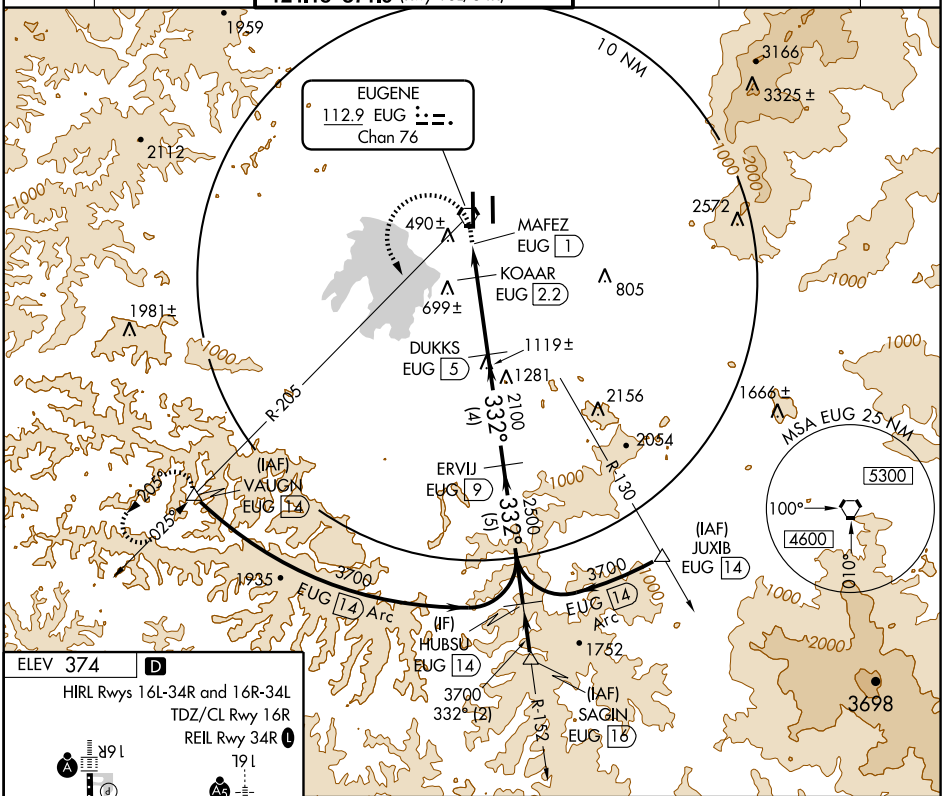
EUGENE/MAHLON SWEET FIELD (EUG)

Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 800 then climbing left turn to 4100 on EUG VORTAC R-205 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 4100.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95

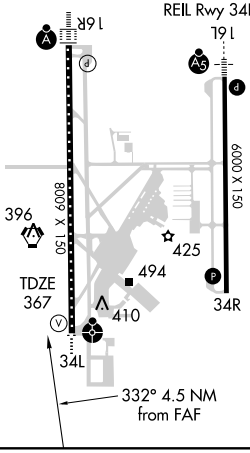


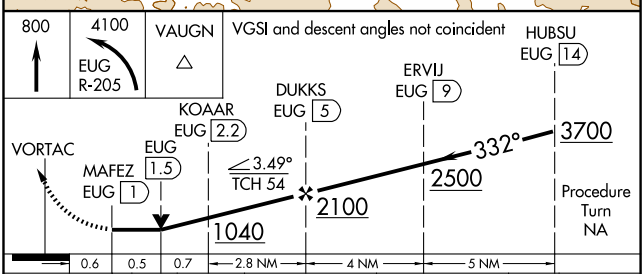
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 374 D

HIRL Rwys 16L-34R and 16R-34L
TDZ/CL Rwy 16R
REIL Rwy 34R L

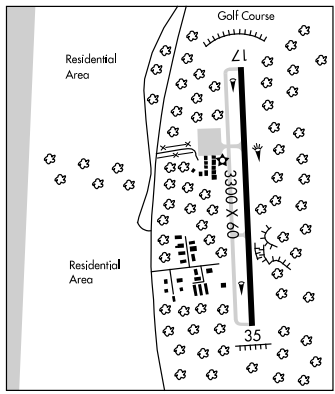




CATEGORY	A	B	C	D
S-34L	760/40 393 (400-¾)			760/60 393 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

GLENEDEN BEACH

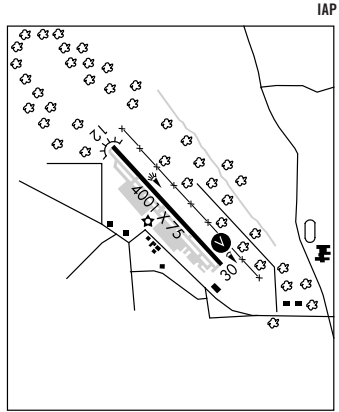
SILETZ BAY STATE (S45) 1 SE UTC−8(−7DT) N44°52.62′ W124°01.71′ **SEATTLE**
69 B TPA—1069(1000) NOTAM FILE MMV **L–1B**
RWY 17–35: H3300X60 (ASPH) S–11 MIRL
RWY 17: Trees. Rgt tfc. **RWY 35:** Brush.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 35 has 4–6 inch dip 800′ from S end. MIRL Rwy 17–35 preset low intensity; ACTIVATE higher intensity—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.
NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ 345° 18.1 NM to fld. 150/19E.



GOLD BEACH MUNI (4S1) 0 W UTC−8(−7DT) N42°24.92′ W124°25.50′ **KLAMATH FALLS**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE MMV **L–2J**
RWY 16–34: H3237X75 (ASPH) S–12.5 MIRL
RWY 16: REIL. Thld dsplcd 90′. Road. Rgt tfc. **RWY 34:** REIL. Road.
AIRPORT REMARKS: Attended 1600–0100Z‡. BE ALERT: Birds on and in the vicinity of arpt. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.15 (541) 247–2518.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.
CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 329° 39.0 NM to fld. 54/19E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.

GRANT CO RGNL/OGILVIE FLD (See JOHN DAY)

GRANTS PASS (3S8) 5 NW UTC−8(−7DT) N42°30.61′ W123°23.28′ **KLAMATH FALLS**
1126 B S4 **FUEL** 100LL, JET A TPA—2126(1000) NOTAM FILE MMV **L–2J**
RWY 12–30: H4001X75 (ASPH) S–19 MIRL 0.8% up SE **IAP**
RWY 12: REIL. Trees.
RWY 30: REIL. VASI(V4R)—GA 4.25° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1600–0100Z‡. 24 hr credit card fuel avbl. VASI Rwy 30 not to be used for turbojet operations. Rwy 30 designated calm wind rwy. Rwy 12–30 has basic markings, plus aiming point markings. ACTIVATE VASI Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF. MIRL Rwy 12–30 on continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
CASCADE APP/DEP CON 124.3 (1400–0700Z‡)
SEATTLE CENTER APP/DEP CON 121.4 (0700–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 256° 21.2 NM to fld. 2083/19E. **HIWAS.**



APP CRS	Rwy Idg	N/A
134°	TDZE	N/A
	Apt Elev	1126

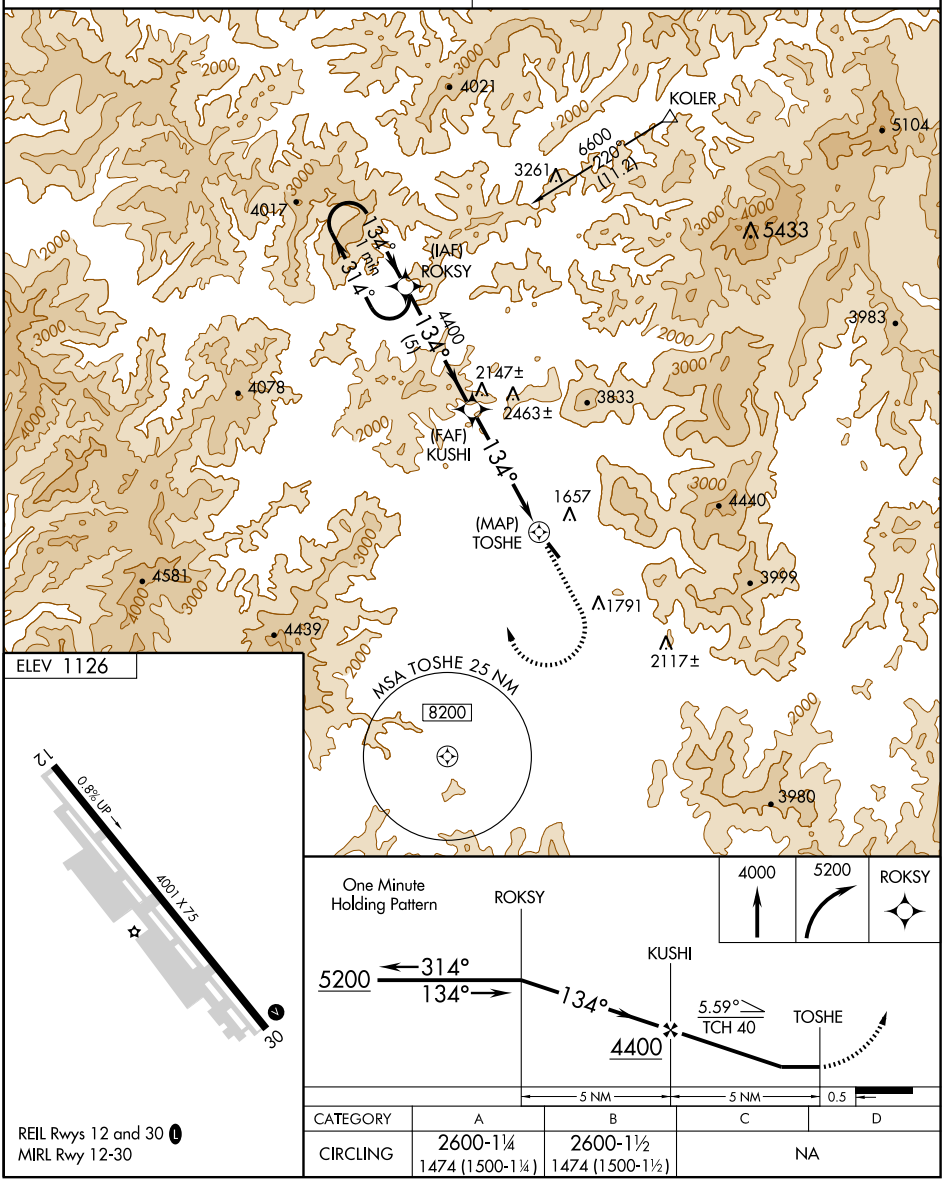
GPS-A
GRANTS PASS (3S8)

Obtain local altimeter on CTAF; when not received procedure NA.
Circling NA northeast of Rwy 12-30.

MISSED APPROACH: Climb to 4000, then climbing right turn to 5200 direct ROKSY WP and hold.

CASCADE APP CON ★ **124.3 379.9**

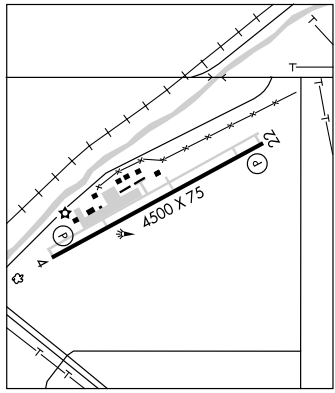
UNICOM **122.8** (CTAF) L



REIL Rwys 12 and 30 L
MIRL Rwy 12-30

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HERMISTON MUNI (HRI) 2 SE UTC−8(−7DT) N45°49.69′ W119°15.55′ **SEATTLE**
644 B S4 **FUEL** 100LL, JET A TPA—1444(800) NOTAM FILE HRI **L–13A**
RWY 04–22: H4500X75 (ASPH) S–22 MIRL **IAP**
RWY 04: PAPI (P2L)—GA 3.0° TCH 36′. Tree.
RWY 22: REIL. PAPI(P2L)—GA 3.5° TCH 37′. P–line.
AIRPORT REMARKS: Attended Oct–Mar 1600–0100Z‡, Apr–Sep 1600–0200Z‡. Parachute Jumping. ACTIVATE MIRL Rwy 04–22 and REIL Rwy 22—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: ASOS 135.225 (541) 567–8580.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHINOOK APP/DEP CON** 133.15 (1400–0600Z‡)
SEATTLE CENTER APP/DEP CON 132.6 (0600–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 280° 15.6 NM to fld. 1559/20E. **HIWAS.**



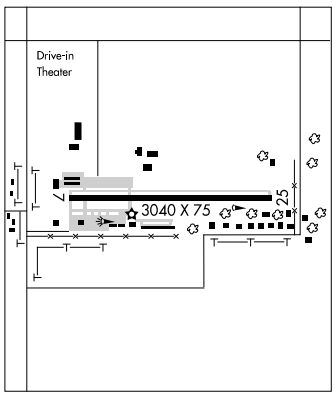
HILLSBORO

STARK'S TWIN OAKS AIRPARK (7S3) 4 S UTC−8(−7DT) N45°25.71′ W122°56.53′ **SEATTLE**
170 S3 **FUEL** 100LL TPA—1110(940) NOTAM FILE MMV
RWY 02–20: H2465X48 (ASPH) LIRL
RWY 02: Thld dsplcd 100′. Tree. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Rwy lgts opr 0200–0800Z‡. For LIRL Rwy 02–20 after 0800Z‡ PPR call arpt manager 503–628–2056.
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND CLNC DEL 119.95

HOBBY FLD (See CRESWELL)

HOOD RIVER

KEN JERNSTEDT AIRFIELD (4S2) 2 S UTC−8(−7DT) N45°40.36′ W121°32.19′ **SEATTLE**
631 B S4 **FUEL** 100LL TPA—1500(869) NOTAM FILE MMV **L–1C, 13A**
RWY 07–25: H3040X75 (ASPH) S–23 LIRL
RWY 07: Tree. **RWY 25:** REIL. Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Frequent vehicular tfc AER 07. Gliders and ultralights use right traffic for Rwys 07 and 25. ACTIVATE REIL Rwy 25—CTAF. Rwy 07–25 LIRL opr continuously.
WEATHER DATA SOURCES: AWOS–3 134.375 (541) 386–2386.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.
KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 242° 18.5 NM to fld. 3220/21E. **HIWAS.**



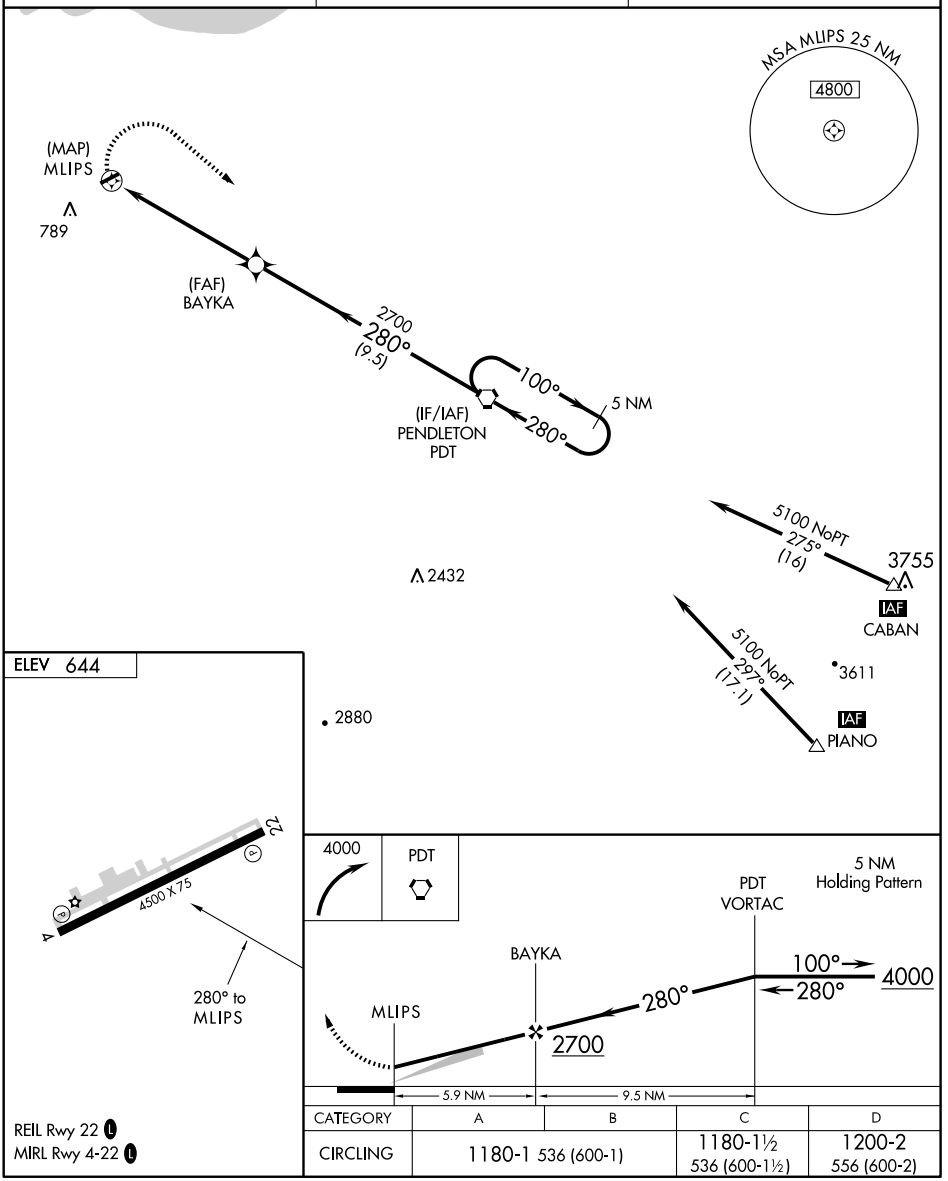
APP CRS	Rwy Idg	N/A
280°	TDZE	N/A
	Apt Elev	644

RNAV(GPS)-B
HERMISTON MUNI (HRI)

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

ASOS	CHINOOK APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1180-1 536 (600-1)		1180-1½ 536 (600-1½)	1200-2 556 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

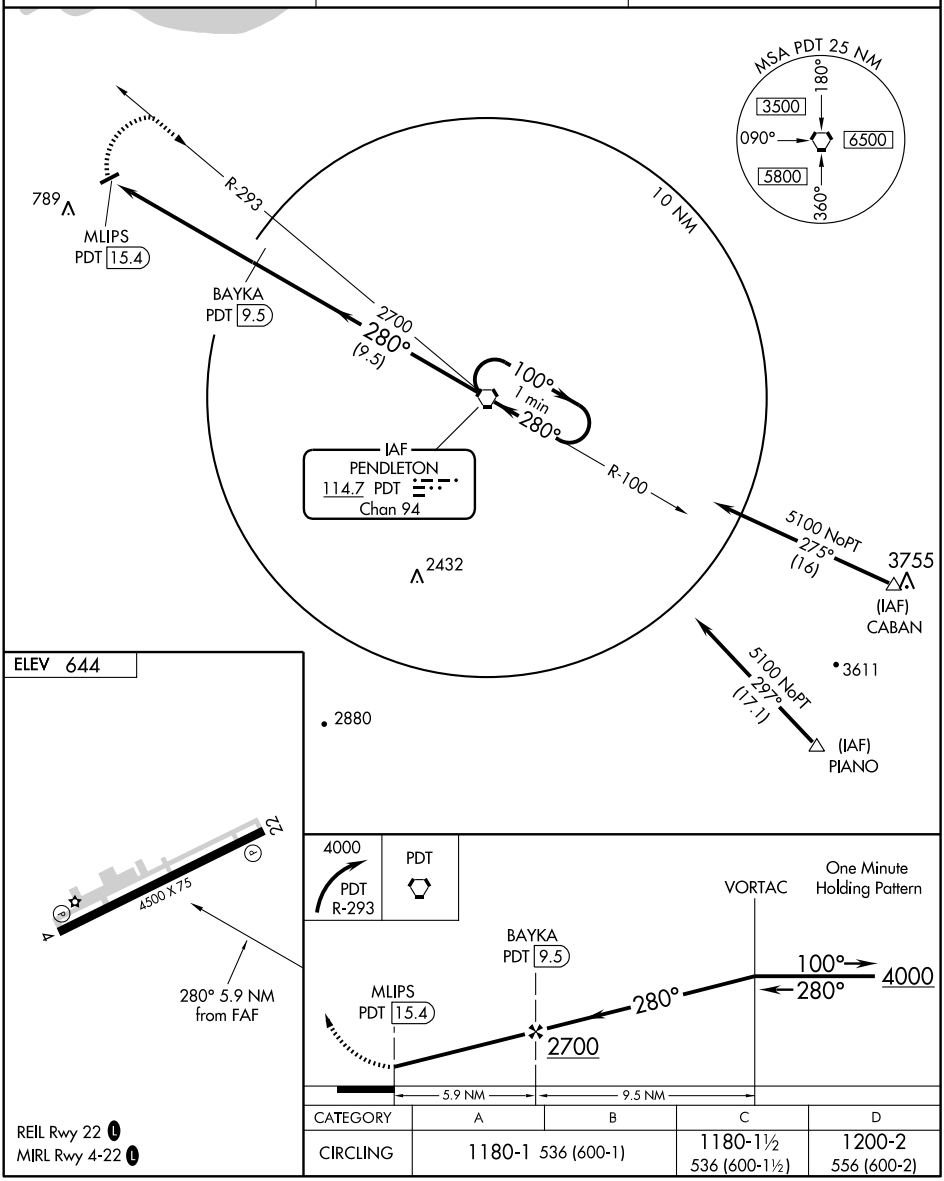
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC PDT	APP CRS	Rwy Idg	N/A
114.7	280°	TDZE	N/A
Chan 94		Apt Elev	644

VOR/DME-A
HERMISTON MUNI (HRI)

MISSED APPROACH: Climbing right turn to 4000 via PDT R-293 to PDT VORTAC and hold.

ASOS	CHINOOK APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1180-1 536 (600-1)		1180-1½ 536 (600-1½)	1200-2 556 (600-2)

REIL Rwy 22 L
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

JOHN DAY

GRANT CO RGNL/OGILVIE FLD (GCD) 1 SW UTC−8(−7DT) N44°24.17′ W118°58.07′ — **KLAMATH FALLS H–1C, L–13A IAP**

3703 B **FUEL** 100LL, JET A NOTAM FILE GCD

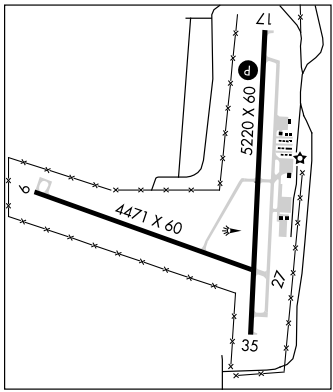
RWY 17–35: H5220X60 (ASPH) S–12.5 MIRL 0.5% up S

RWY 17: REIL. PAPI(P4R)—GA 4.0° TCH 52′.

RWY 09–27: H4471X60 (ASPH) S–12.5 MIRL 1.3% up E

RWY 27: Rgt tfc.

AIRPORT REMARKS: Attended Oct–May Mon–Sat 1600–0000Z‡, Jun–Sep Mon–Fri 1500–0300Z‡. Self service fuel available after hours. Extensive helicopter activity during fire season Jul–Oct. Rwy 27 and Rwy 35 hold lines are marked in white outline only. Be aware of soft edges along rwys and twys. 8 foot game fence around arpt. Rwy 17–35 basic markings, plus aiming point marks. Twy lines and Rwy 17–35 centerline markings incomplete, Rwy 27 relocated thld and Rwy 27 not marked. Twy marked with reflectors. ACTIVATE MIRL Rwy 09–27, MIRL Rwy 17–35, REIL Rwy 17 and PAPI Rwy 17—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.375 (541) 575–1122.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 128.15.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

KIMBERLY (H) VORTACW 115.6 IMB Chan 103 N44°38.90′ W119°42.70′ 095° 35.2 NM to fld. 5220/20E. **HIWAS.**

COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1–800–WX–BRIEF.

JOSEPH STATE (JSY) 1 W UTC−8(−7DT) N45°21.57′ W117°15.23′ — **SEATTLE H–1C, L–13B**

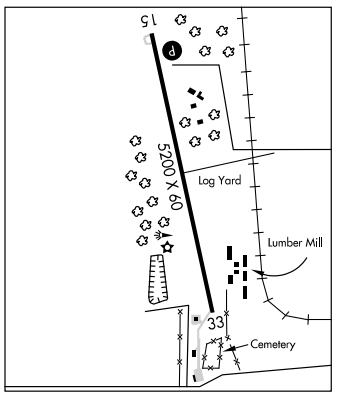
4121 B **FUEL** 100LL TPA—5121(1000) NOTAM FILE MMV

RWY 15–33: H5200X60 (ASPH) S–12.5 MIRL

RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 43′. Trees.

RWY 33: P–line.

AIRPORT REMARKS: Unattended. Use extreme CAUTION during South tkfs due to possible hazardous downdrafts south of arpt under south wind conditions. Deer on arpt all hours. P–lines near Rwy 33 AER unmarked. Unicom unattended. ACTIVATE MIRL Rwy 15–33, PAPI and REIL Rwy 15—CTAF.



WEATHER DATA SOURCES: AWOS–3 123.775 (541) 432–0458.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 290° 57.0 NM to fld. 7333/19E.

KARPEN N46°08.37′ W123°35.24′. NOTAM FILE AST. — **SEATTLE L–1C**

NDB (MHW) 201 PEN 255° 12.2 NM to Astoria Rgnl. NDB unmonitored.

KEN JERNSTEDT AIRFIELD (See HOOD RIVER)

KIMBERLY N44°38.90′ W119°42.70′. NOTAM FILE MMV. — **SEATTLE H–1C, L–13A**

(H) VORTACW 115.6 IMB Chan 103 094° 35.3 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E. **HIWAS.**

RCO 122.6 (MC MINNVILLE RADIO)

APP CRS	Rwy Idg	4471
083°	TDZE	3669
	Apt Elev	3703

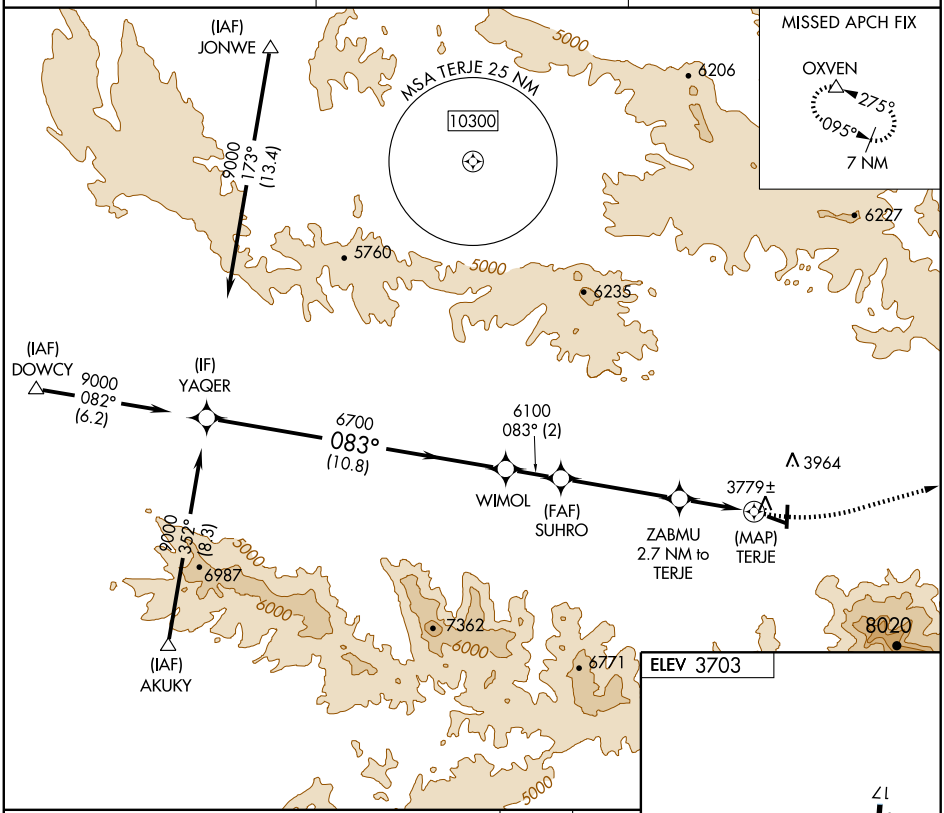
RNAV (GPS) Y RWY 9

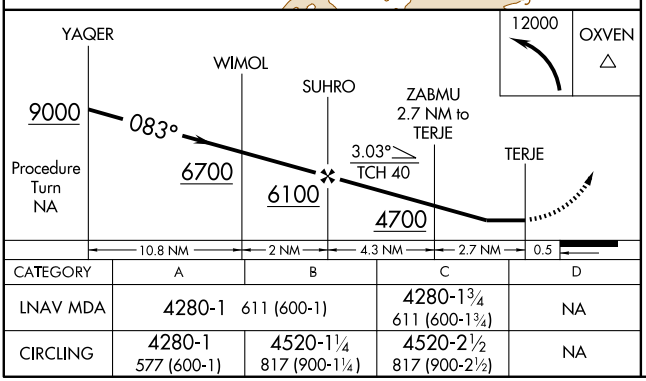
JOHN DAY/ GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

When local altimeter setting not received, procedure NA.
Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

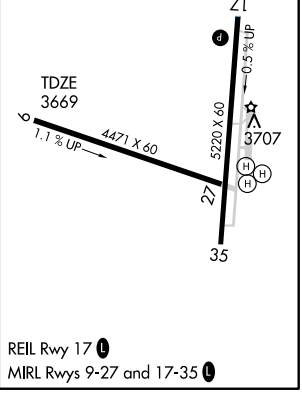
MISSED APPROACH: Climbing left turn to 12000 direct OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3	SEATTLE CENTER	UNICOM
118.375	128.15 257.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4280-1 611 (600-1)		4280-1¾ 611 (600-1¾)	NA
CIRCLING	4280-1 577 (600-1)	4520-1¼ 817 (900-1¼)	4520-2½ 817 (900-2½)	NA



REIL Rwy 17 L
MIRL Rwys 9-27 and 17-35 L

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 73010 W09A	APP CRS 091°	Rwy Idg 4471 TDZE 3669 Apt Elev 3703

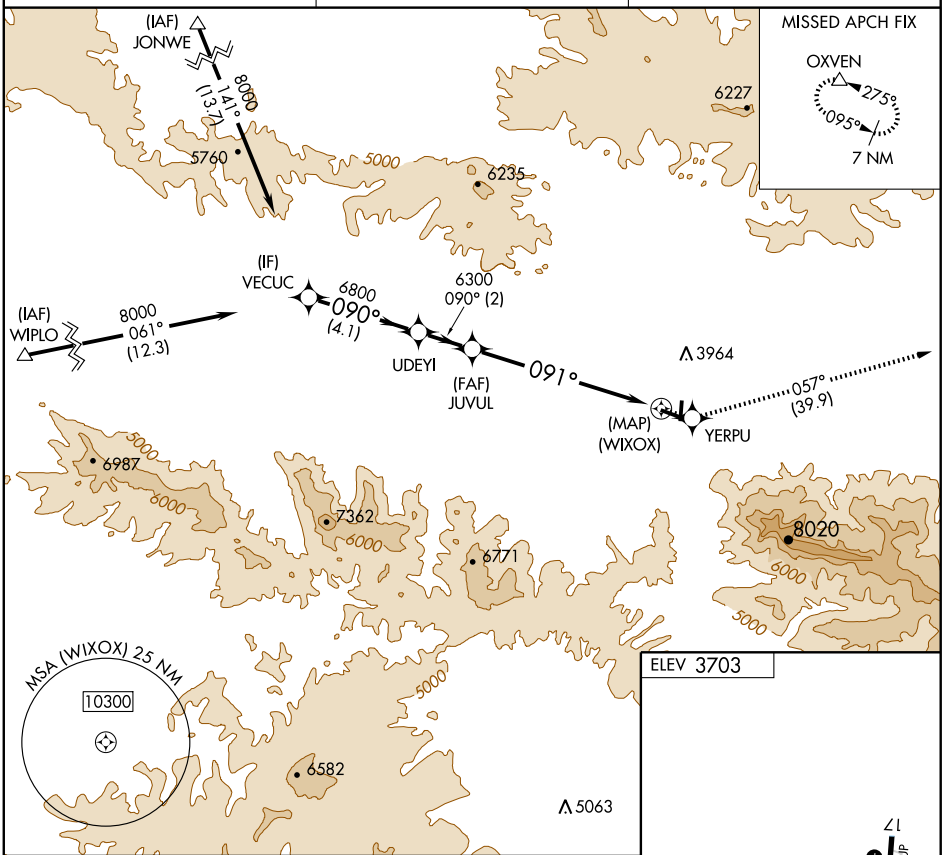
RNAV (GPS) Z RWY 9

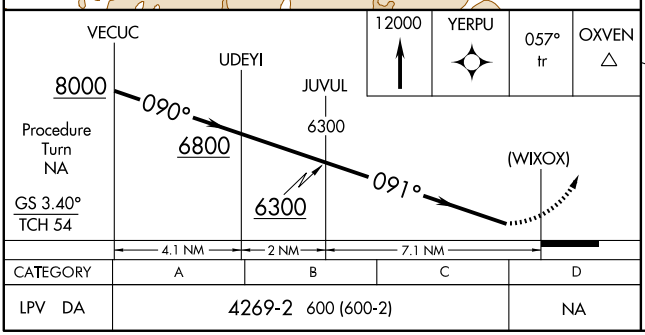
JOHN DAY/ GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

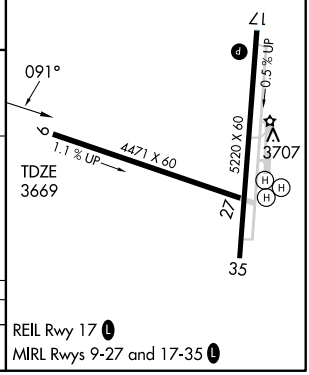
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Visbility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct YERPU then via 057° track to OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3	SEATTLE CENTER	UNICOM
118.375	128.15 257.75	122.8 (CTAF) L



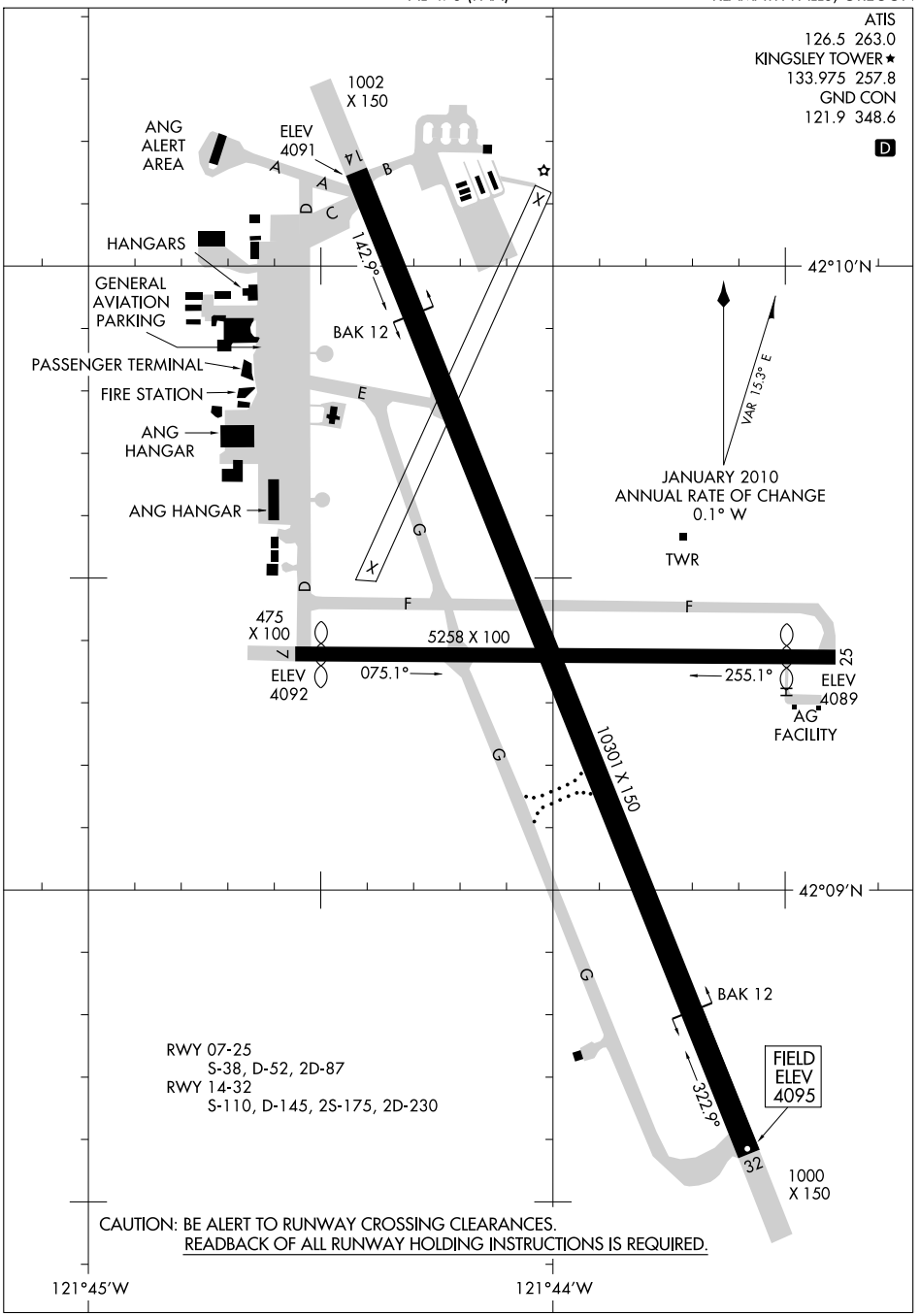




CATEGORY	A	B	C	D
LPV DA	4269-2 600 (600-2)			NA

REIL Rwy 17 L
MIRL Rwys 9-27 and 17-35 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010

KLAMATH FALLS (LMT) 4 SE UTC−8(−7DT) N42°09.37′ W121°43.99′

KLAMATH FALLS
H–3B, L–2I
IAP, AD

4095 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT

RWY 14–32: H10301X150 (ASPH–CONC–GRVD) S–110, D–145, 2S–175, 2D–230 HIRL

RWY 14: MALSF. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 07–25: H5258X100 (ASPH–GRVD) S–38, D–52, 2D–87 MIRL

RWY 07: Thld dsplcd 307′. Railroad.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 514′. Fence.

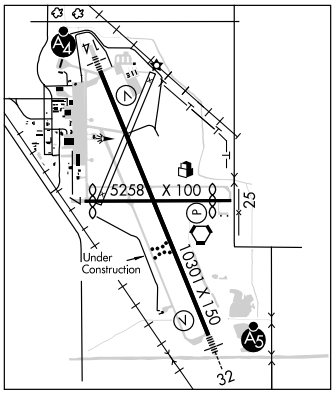
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5260	TODA–5260	ASDA–4746	LDA–4439
RWY 25:	TORA–5260	TODA–5260	ASDA–4953	LDA–4439

ARRESTING GEAR/SYSTEM

RWY 14 ← HOOK BAK–12B(B) (1500′)

HOOK BAK–12B(B) (1500′)→ **RWY 32**



AIRPORT REMARKS: Attended 1500–0600Z‡. For services after hours call fixed base operator at 541–882–4681. Flocks of large migratory waterfowl in vicinity Nov–May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32 and MIRL Rwy 07–25 and twy lgts—CTAF. Rwy lgts have a 30 second warm up delay.

WEATHER DATA SOURCES: ASOS (541) 883–8127. **HIWAS** 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 **ATIS** 126.5 **UNICOM** 122.95

RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **KINGSLEY APP/DEP CON** 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays), other times ctc

Ⓡ **SEATTLE CENTER APP/DEP CON** 127.6

TOWER 133.975 (1500–0600Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19′ W121°43.65′ at fld. 4087/17E. **HIWAS.**

VOR portion unusable:

- 050°–060° byd 30 NM blo 12,000′
- 060°–120° byd 25 NM blo 12,000′
- 170°–195° byd 20 NM
- 210°–245° byd 25 NM blo 12,000′
- 270°–280° byd 20 NM
- 320°–050° byd 23 NM blo 12,000′
- 320°–050° byd 30 NM

DME portion unusable:

- 105°–125° byd 7 NM blo 12,000′
- 153°–195° byd 20 NM blo 11,000′
- 210°–305° byd 25 NM blo 10,500′
- 320°–105° byd 13 NM blo 13,000′
- 320°–125° byd 20 NM

ILS 109.5 I–LMT Rwy 32.

LA GRANDE/UNION COUNTY (LGD) 4 SE UTC−8(−7DT) N45°17.41′ W118°00.43′

SEATTLE
H–1C, L–13A
IAP

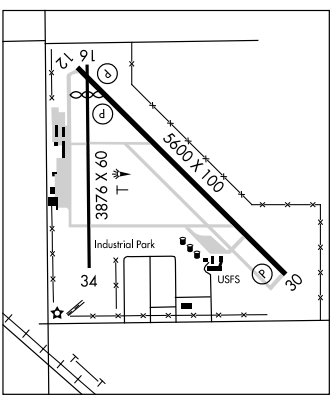
2717 B S4 **FUEL** 100LL, JET A NOTAM FILE LGD Not insp.

RWY 12–30: H5600X100 (ASPH) S–65, D–90, 2S–114, 2D–130 MIRL

RWY 12: PAPI(P2L). Road. **RWY 30:** REIL. PAPI(P2L)—GA 3.0°.

RWY 16–34: H3876X60 (ASPH) S–45, D–60, 2D–100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 486′. Road.



AIRPORT REMARKS: Attended Dec–Mar 1600–0200Z‡, Apr–Nov 1500–0300Z‡. For attendant 24 hours call 541–963–6714. Extensive Forest Service opr during summer months. Landing fee for aircraft over 12,500 pounds. Rwy 16–34 marked with reflectors. Twys marked with blue reflectors.

WEATHER DATA SOURCES: AWOS–3 135.075 (541) 963–6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ 323° 28.3 NM to fld. 3380/20E.

NDB (MHW) 296 LGD N45°20.55′ W117°57.76′ 194° 3.7 NM to fld. NOTAM FILE LGD. Unusable 160°–190° beyond 15 NM and 290°–315° beyond 15 NM.

HI-ILS or LOC/DME RWY 32

LOC I-LMT	APCH CRS	Rwy ldg 10,301 TDZE 4095 Arpt Elev 4095
109.5	321°	

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

▼ * When ALS inop, increase CAT E RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT E vis to 1½ miles.

MALSR A5

† MISSED APPROACH: Climb to 5300 then climbing left turn to 13,000 heading 230° and via LMT VORTAC R-265 to OLEBY/15 DME and hold. Continue climb-in-hold to 13,000.

ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

*** Circling NE of Rwy 14-32 for CAT E NA.

Simultaneous reception of I-LMT and LMT DME required

DME REQUIRED
NOT FOR CIVIL USE

High terrain all quadrants

ROGUE VALLEY

LOCALIZER 109.5 I-LMT

KLAMATH FALLS 115.9 LMT Chan106

(IAF) OLEBY LMT 15 15,000

(IAF) BIDDS LMT 15 15,000

LAKEVIEW

R-265 085° 265° 096° (42) 15,000 (43) 231° 232° 052° R-052

LMT 30

Max holding alt 17,500 Max holding 265 KIAS

HIGH ALTITUDE FACILITIES

20 NM

LMT 15 Arc

CAUTION:
Missed Approach
Minimum Climb Rate
of 415 FPNM to 12,300

SRCUS LMT 4.4

MZAMA LMT 7.2

OM

GACEV LMT 15

ZOOMI LMT 15

USAFA LMT 20 10,000

(IAF) PEREZ LMT 35 FL200

LR-150 LR-134 LR-131 321° 322° 142° R-142

7260 8208 7244 6600 8600 6255 4671 4759 4279 4648 5260 5099 6100 13000

† CAUTION: Missed Approach Minimum Climb Rate to 12,300

Knots	120	180	240	300	360
V/V(fpm)	830	1251	1668	2085	2502

Controlling Obstacle 8208

M.S.A LMT 25 NM 180° 8500 270° 7800 360° 9500

(a) (b) (c) 072 252

EMERG SAFE ALT 100 NM 16,400

ELEV 4095

4169± 4142 4173 4143± 4122± 10,301 x 150 5258 x 100 7 25 P

Rwy 7 ldg 4953′
Rwy 25 ldg 4746′

TDZE 4095

REIL Rwy 25
HIRL Rwy 7-25
and 14-32

321° 6.6 NM from FAF 32 4182±

5300 13,000 hdg 230° OLEBY LMT 15

†† LOC only

VGSI and descent angles not coincident

VORTAC 0.6 SRCUS LMT 4.4 MZAMA LMT 7.2 OM ZOOMI LMT 15 8600 6300 ††5380 321° GS 3.00° TCH 55

3.8 NM 2.8 NM

CATEGORY	C	D	E
S-ILS 32 *	4295/24 200 (200-½)		
S-LOC 32 **	4500/40 405 (500-¾)		4500/50 405 (500-1)
CIRCLING ***	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

HI-ILS or LOC/DME RWY 32

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC LMT	APCH CRS	Rwy ldg 10,301
115.9	134°	TDZE 4091
Chan 106		Arpt Elev 4095

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

* Circling NE of Rwy 14-32 for CAT E NA.

MALSF

† MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 heading 180° and LMT VORTAC R-164 to MUREX/17 DME and hold. Continue climb-in-hold to 9400.

ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

† CAUTION: Missed Approach Minimum Climb Rate to 5700

Knots	120	180	240	300	360
V/V(fpm)	530	795	1060	1325	1590

Controlling Obstacle 5388

CAUTION: Missed Approach Minimum Climb Rate of 265 FPNM to 5700

ROGUE VALLEY

FL200 054° (37.5)

LMT 50

R-314 314° 134°

FL200 (IAF) CRUST LMT 35

MUPEE LMT 20

HIVPO LMT 14.6

EYOWO LMT 8.6

ZAPUL LMT 5.5

CLEET LMT 4.4

13,000 LMT 20 Arc

5968 7260 5000 5339 5139 8208 7244 5030 4420 4671 4739 6500 5388

High terrain all quadrants

FL200 (IAF) YANEX LMT 20

LAKEVIEW

FL200 233° (38) LMT 35

052° 232° R-052

Max holding 265 KIAS

KLAMATH FALLS 115.9 LMT Chan106

HIGH ALTITUDE FACILITIES

20 NM

MSA LMT 25 NM

180° 8500 270° 7800 360° 9500

R-164 MUREX LMT 17 6255

344° 164°

Max holding 265 KIAS

(c) (a) (b) 204° 314° 024°

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,400

5000	9400 hdg 180°	MUREX LMT 17

VGSI and descent angles not coincident

MUPEE R-314 20 13,000 134° 8700 HIVPO 14.6 6800 EYOWO 8.6 5700 ZAPUL 5.5 5300 CLEET 4.4 2.8 MAFEG 1.5 VORTAC

3.37° TCH 50

3.1 NM 1.1 NM 2.9 NM 0.4

ELEV 4095 134° to VORTAC

4169± 4142 TDZE 4091 4173 4143± 4122± 10,301 x 150 5258 x 100 25 32 4182±

Rwy 7 ldg 4953'
Rwy 25 ldg 4746'
REIL Rwy 25
HIRL Rwy 7-25 and 14-32

CATEGORY	C	D	E
S-14	4860-2 ¼ 769 (800-2 ¼)	4860-2½ 769 (800-2½)	4860-2¾ 769 (800-2¾)
CIRCLING *	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 32

VORTAC LMT	APCH CRS	Rwy ldg	10,301
115.9	328°	TDZE	4095
Chan 106		Arpt Elev	4095

JAL-473 [USAF] KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

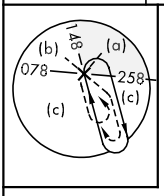
T * When ALS inop, increase CAT C RVR to 60 and vis 1¼ mile, CAT DE vis to 1½ miles.
** Circling NA for CAT E NE of Rwy 14-32.

MALSR A5

† MISSED APPROACH: Climb to 5500 then climbing left turn to 13,000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME and hold. Continue climb in hold to 13,000.

ATIS ★	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	ASOS
126.5 263.0	123.675 270.8	133.975 CTAF L 257.8	121.9 348.6	

DME REQUIRED
NOT FOR CIVIL USE

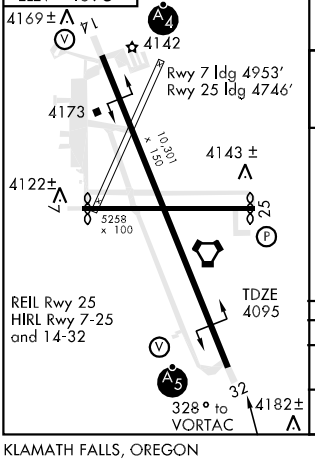


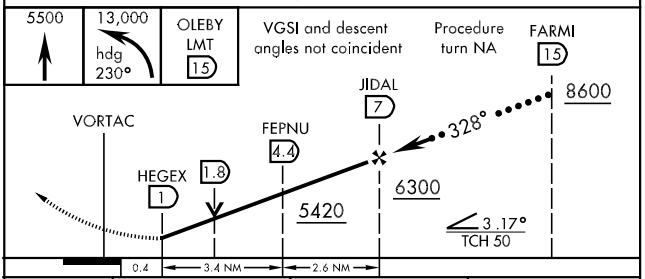
† CAUTION: Missed Approach Minimum Climb Rate to 12,300

Knots	120	180	240	300	360
V/V(fpm)	828	1242	1656	2070	2484

Controlling Obstacle 8208

EMERG SAFE ALT 100 NM 16,400





CATEGORY	C	D	E
S-32*	4540/40 445 (500-¾)	4540/50 445 (500-1)	
CIRCLING**	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-LMT	APP CRS	Rwy Idg	10301
109.5	321°	TDZE	4095
		Apt Elev	4095

ILS or LOC/DME RWY 32

KLAMATH FALLS (LMT)

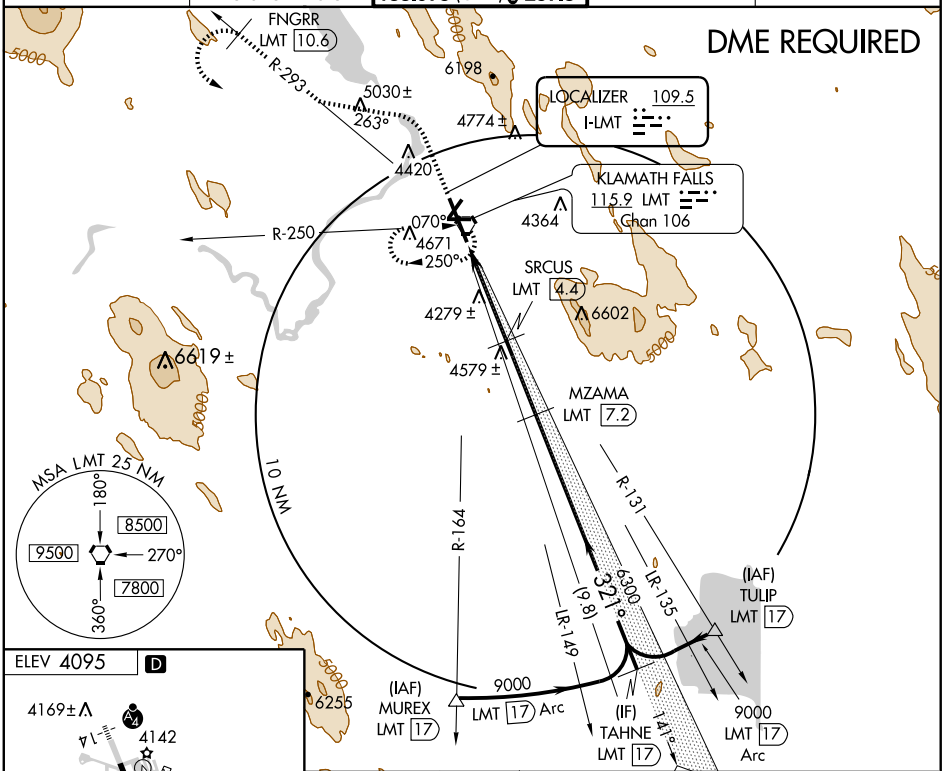
T A ASR/PAR

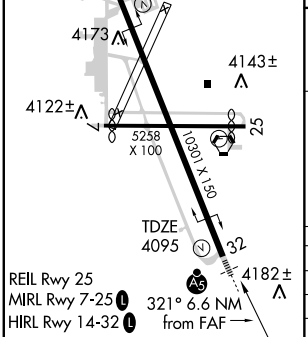
##Missed approach requires minimum climb gradient of 217′ per NM to 5600.
DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME Required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

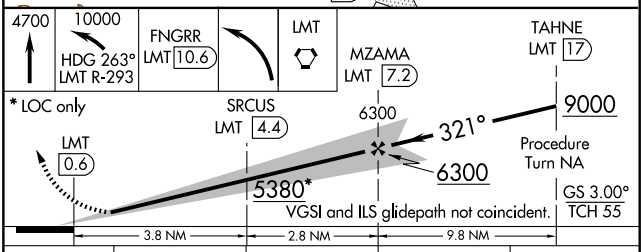
MISSED APPROACH: Climb to 4700 then climbing left turn to 10000 via heading 263° and LMT VORTAC R-293 to FNGRR/LMT VORTAC 10.6 DME then left turn direct LMT VORTAC and hold.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER *	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95





FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 32 ##	** 4295/24 200 (200-½)			
S-ILS 32	4316/24 221 (300-½)			
S-LOC 32	4620/24 525 (600-½)		4620/50 525 (600-1)	4620/60 525 (600-1¼)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ATIS
126.5 263.0
GND CON
121.9 348.6
KINGSLEY TOWER★
133.975 257.8
KINGSLEY APP CON
123.675 270.8

EUGENE
112.9 EUG
Chan 76
N44°07.25'-W123°13.37'
L-1, H-1

DESCHUTES
117.6 DSD
Chan 123
N44°15.17'-W121°18.21'
L-13, H-1

ROSEBURG
108.2 RBG
Chan 19
N43°10.95'-W123°21.14'
L-1, H-1

9200 or
assigned altitude

KLAMATH FALLS
115.9 LMT
Chan 106
N42°09.19'-W121°43.65'
L-2, H-3

LAKEVIEW
112.0 LKV
Chan 57
N42°29.57'-W120°30.43'
L-11, H-3

ROGUE VALLEY
113.6 OED
Chan 83
N42°28.78'-W122°54.78'
L-2, H-3

320°

250°

8000 or
assigned altitude

NOTE: RADAR REQUIRED.

FORT JONES
109.6 FJS
Chan 33
N41°26.98'-W122°48.39'
L-2

RED BLUFF
115.7 RBL
Chan 104
N40°05.93'-W122°14.18'
L-2, H-3

MUSTANG
117.9 FMG
Chan 126
N39°31.88'-W119°39.37'
L-9, H-3

TAKE-OFF MINIMUMS
RWY 14: Standard with minimum climb of 380' per NM to 8600.
RWY 25: Standard with minimum climb of 380' per NM to 8000.
RWY 32: Standard with minimum climb of 350' per NM to 9200.

TAKE-OFF OBSTACLES NOTES
Rwy 14, Tree 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL.
Rwy 25, Terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL.
Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 140° CW 320° to 8600 or assigned altitude, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 250° to 8000 or assigned altitude, thence . . . .
TAKE-OFF RUNWAY 32: Climb heading 320° to 9200 or assigned altitude, thence . . . .

. . . . via Radar vectors to assigned route.

LOST COMMUNICATIONS

If not in contact with Seattle Center/Kingsley Approach Control after passing 10000' or assigned altitude:
TAKE-OFF RUNWAY 14: Climbing right turn direct LMT VORTAC, thence via (assigned route).
TAKE-OFF RUNWAY 32: Climbing left turn direct LMT VORTAC, thence via (assigned route).
TAKE-OFF RUNWAY 25: Climbing right turn direct LMT VORTAC, thence via (assigned route).

NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 14

KLAMATH FALLS (LMT)

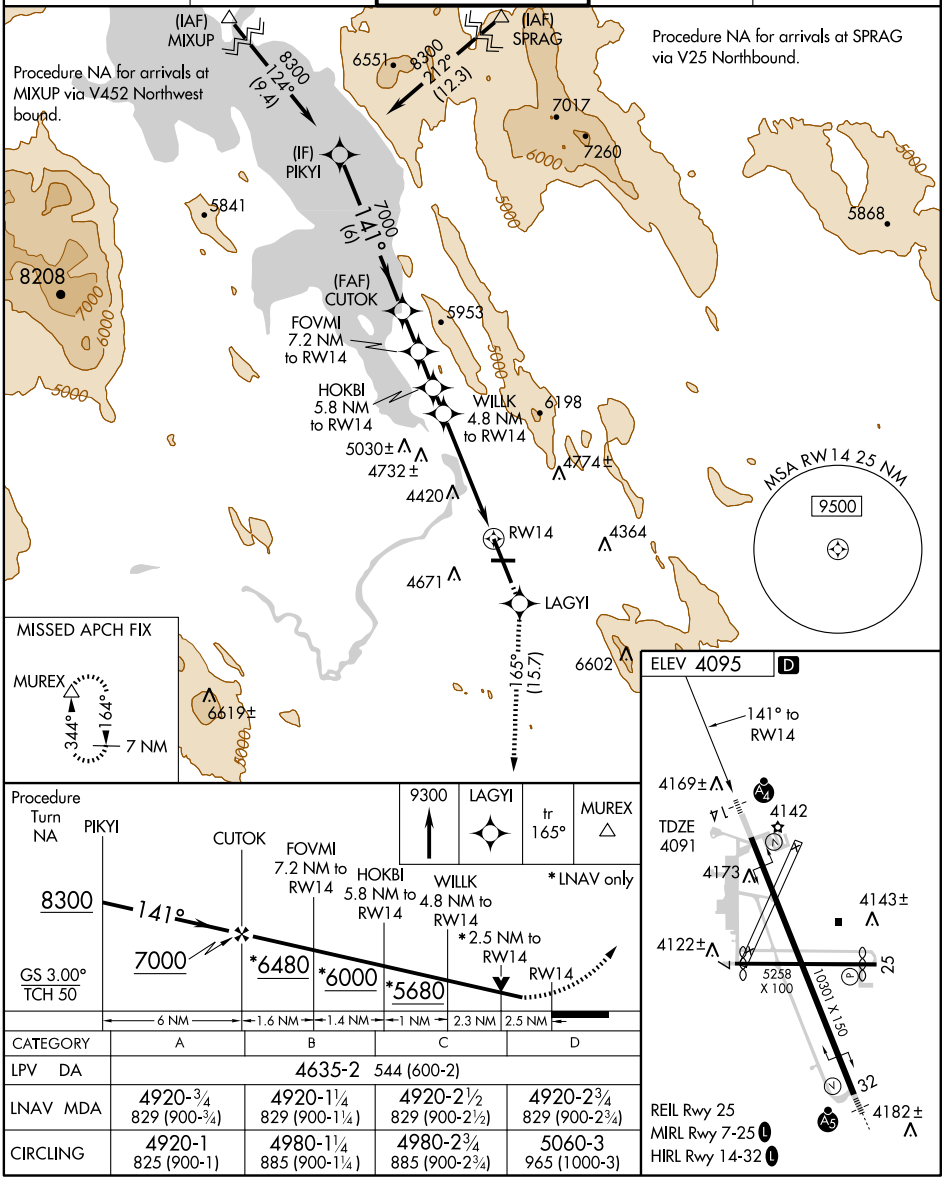
WAAS	APP CRS	Rwy Idg	10301
CH 58001	141°	TDZE	4091
W14A		Apt Elev	4095

T A ASR/PAR — Inoperative table does not apply to LPV all Cats., and LNAV Cats. B and C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 9300 direct LAGYI and via track 165° to MUREX and hold, continue climb-in-hold to 9300.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	4635-2 544 (600-2)			
LNAV MDA	4920-¾ 829 (900-¾)	4920-1¼ 829 (900-1¼)	4920-2½ 829 (900-2½)	4920-2¾ 829 (900-2¾)
CIRCLING	4920-1 825 (900-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10301
CH 70702	321°	TDZE	4095
W32A		Apt Elev	4095

RNAV (GPS) RWY 32

KLAMATH FALLS (LMT)

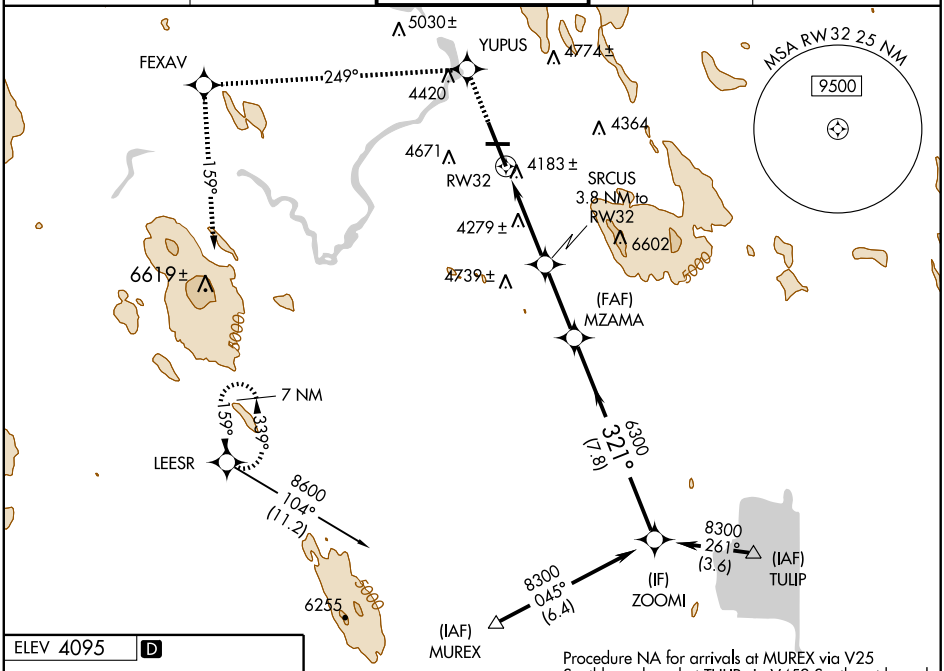
T A ASR/PAR

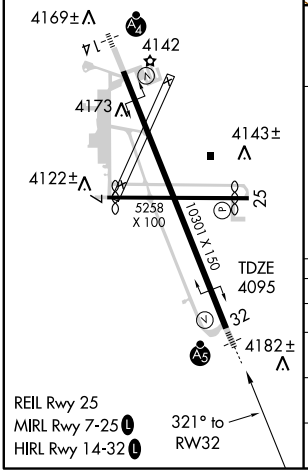
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

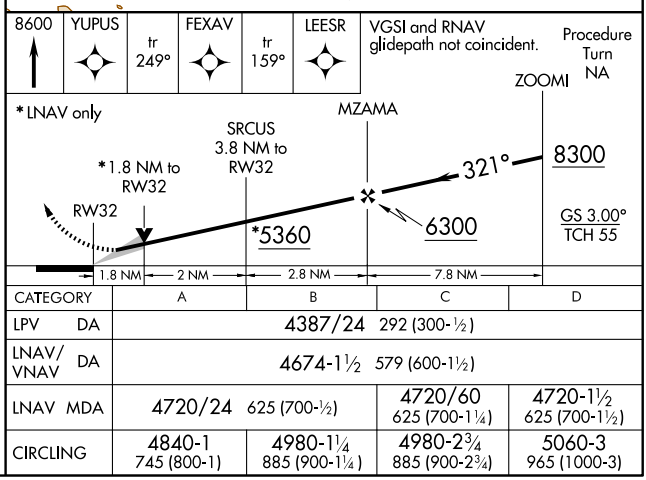
MALSR

MISSED APPROACH: Climb to 8600 direct YUPUS and via track 249° to FEXAV and via track 159° to LEESR and hold.

ATIS	KINGSLEY APP CON	KINGSLEY TOWER★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	4387/24 292 (300-½)			
LNAV/VNAV DA	4674-1½ 579 (600-1½)			
LNAV MDA	4720/24 625 (700-½)		4720/60 625 (700-1¼)	4720-1½ 625 (700-1½)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC LMT	APP CRS	Rwy Idg	10301
115.9	134°	TDZE	4091
Chan 106		Apt Elev	4095

VOR/DME or TACAN RWY 14

KLAMATH FALLS (LMT)

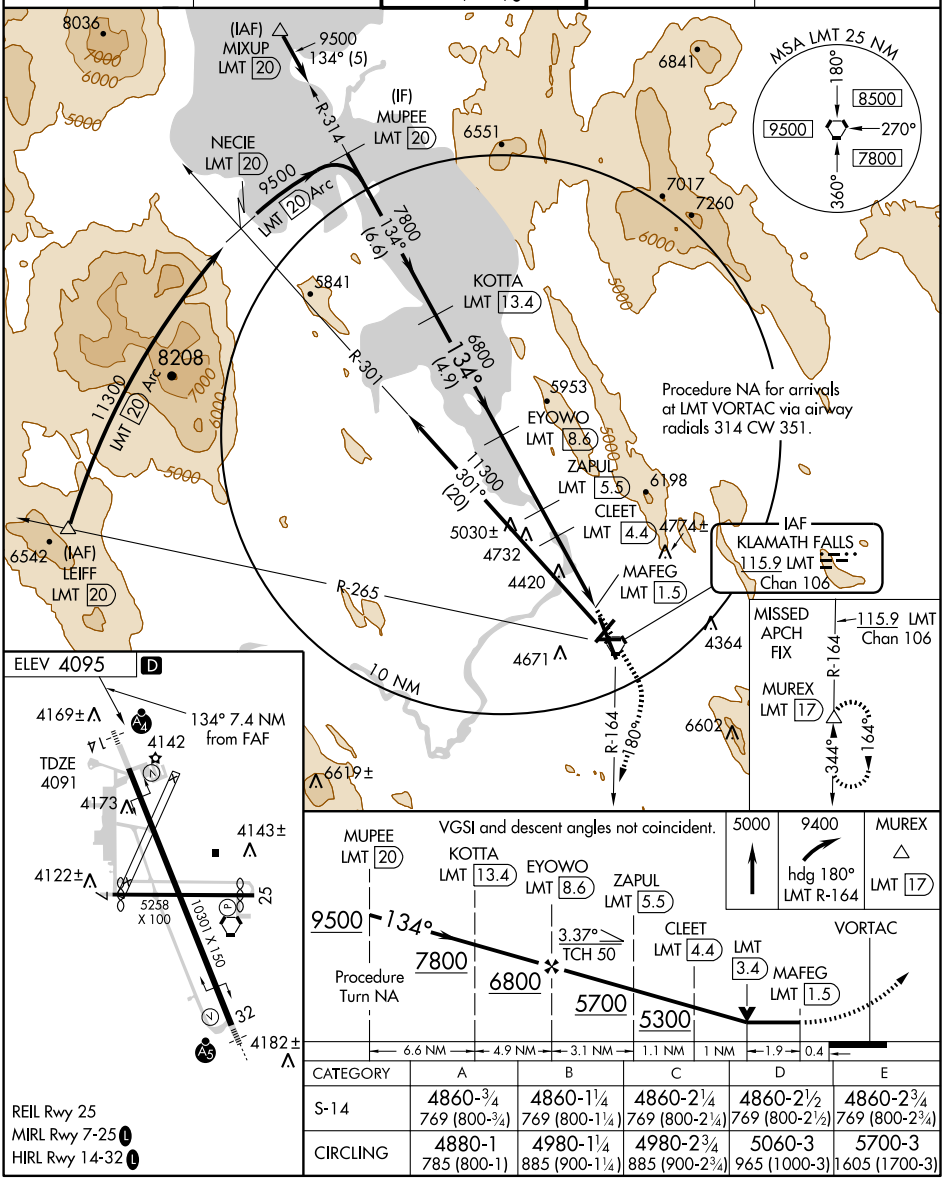
ASR/PAR

Circling NA for Cat E NE of Rwy 14-32.
Inoperative table does not apply to Cats B and C.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 via heading 180° and LMT VORTAC R-164 to MUREX/LMT 17 DME and hold, continue climb-in-hold to 9400, or as directed by ATC

ATIS	KINGSLEY APP CON	KINGSLEY TOWER★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D	E
S-14	4860-¾ 769 (800-¾)	4860-1¼ 769 (800-1¼)	4860-2¼ 769 (800-2¼)	4860-2½ 769 (800-2½)	4860-2¾ 769 (800-2¾)
CIRCLING	4880-1 785 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 32

KLAMATH FALLS (LMT)

VORTAC LMT	APP CRS	Rwy Idg	10301
115.9	328°	TDZE	4095
Chan 106		Apt Elev	4095

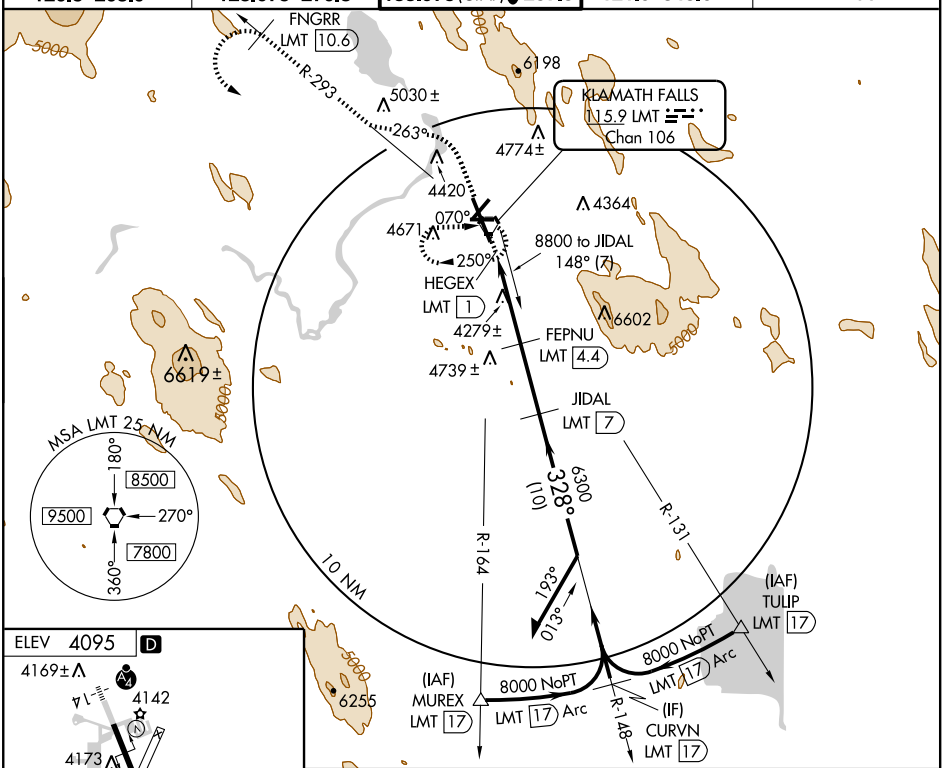
For inoperative MALSR, increase S-32 Cat E visibility to 1¾ mile. Circling NA for Cat E NE of Rwy 14-32. Procedure turn NA for Cat. E aircraft.

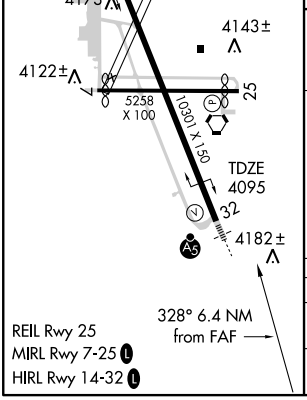
ASR/PAR

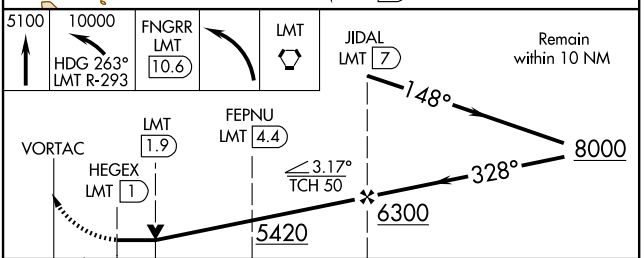
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)

ATIS	KINGSLEY APP CON	KINGSLEY TOWER ★	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-32	4560/24 465 (500-½)		4560/40 465 (500-¾)	4560/50 465 (500-1)	4560/60 465 (500-1¼)
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	4980-2¾ 885 (900-2¾)	5060-3 965 (1000-3)	5700-3 1605 (1700-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

KLAMATH FALLS (LMT) 4 SE UTC−8(−7DT) N42°09.37′ W121°43.99′

KLAMATH FALLS
H–3B, L–2I
IAP, AD

4095 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT

RWY 14–32: H10301X150 (ASPH–CONC–GRVD) S–110, D–145, 2S–175, 2D–230 HIRL

RWY 14: MALSF. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 07–25: H5258X100 (ASPH–GRVD) S–38, D–52, 2D–87 MIRL

RWY 07: Thld dsplcd 307′. Railroad.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 514′. Fence.

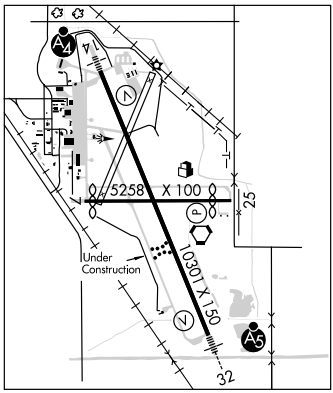
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5260	TODA–5260	ASDA–4746	LDA–4439
RWY 25:	TORA–5260	TODA–5260	ASDA–4953	LDA–4439

ARRESTING GEAR/SYSTEM

RWY 14 ← HOOK BAK–12B(B) (1500′)

HOOK BAK–12B(B) (1500′)→ **RWY 32**



AIRPORT REMARKS: Attended 1500–0600Z‡. For services after hours call fixed base operator at 541–882–4681. Flocks of large migratory waterfowl in vicinity Nov–May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32 and MIRL Rwy 07–25 and twy lgts—CTAF. Rwy lgts have a 30 second warm up delay.

WEATHER DATA SOURCES: ASOS (541) 883–8127. **HIWAS** 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 **ATIS** 126.5 **UNICOM** 122.95

RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **KINGSLEY APP/DEP CON** 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays), other times ctc

Ⓡ **SEATTLE CENTER APP/DEP CON** 127.6

TOWER 133.975 (1500–0600Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19′ W121°43.65′ at fld. 4087/17E. **HIWAS.**

VOR portion unusable:

- 050°–060° byd 30 NM blo 12,000′
- 060°–120° byd 25 NM blo 12,000′
- 170°–195° byd 20 NM
- 210°–245° byd 25 NM blo 12,000′
- 270°–280° byd 20 NM
- 320°–050° byd 23 NM blo 12,000′
- 320°–050° byd 30 NM

DME portion unusable:

- 105°–125° byd 7 NM blo 12,000′
- 153°–195° byd 20 NM blo 11,000′
- 210°–305° byd 25 NM blo 10,500′
- 320°–105° byd 13 NM blo 13,000′
- 320°–125° byd 20 NM

ILS 109.5 I–LMT Rwy 32.

LA GRANDE/UNION COUNTY (LGD) 4 SE UTC−8(−7DT) N45°17.41′ W118°00.43′

SEATTLE
H–1C, L–13A
IAP

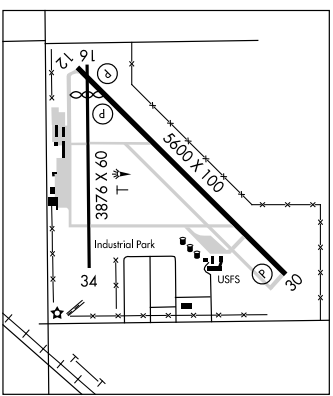
2717 B S4 **FUEL** 100LL, JET A NOTAM FILE LGD Not insp.

RWY 12–30: H5600X100 (ASPH) S–65, D–90, 2S–114, 2D–130 MIRL

RWY 12: PAPI(P2L). Road. **RWY 30:** REIL. PAPI(P2L)—GA 3.0°.

RWY 16–34: H3876X60 (ASPH) S–45, D–60, 2D–100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 486′. Road.



AIRPORT REMARKS: Attended Dec–Mar 1600–0200Z‡, Apr–Nov 1500–0300Z‡. For attendant 24 hours call 541–963–6714. Extensive Forest Service opr during summer months. Landing fee for aircraft over 12,500 pounds. Rwy 16–34 marked with reflectors. Twys marked with blue reflectors.

WEATHER DATA SOURCES: AWOS–3 135.075 (541) 963–6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE Chan 100 N44°50.44′ W117°48.47′ 323° 28.3 NM to fld. 3380/20E.

NDB (MHW) 296 LGD N45°20.55′ W117°57.76′ 194° 3.7 NM to fld. NOTAM FILE LGD. Unusable 160°–190° beyond 15 NM and 290°–315° beyond 15 NM.

NDB LGD 296	APP CRS 194°	Rwy Idg N/A TDZE N/A Apt Elev 2717

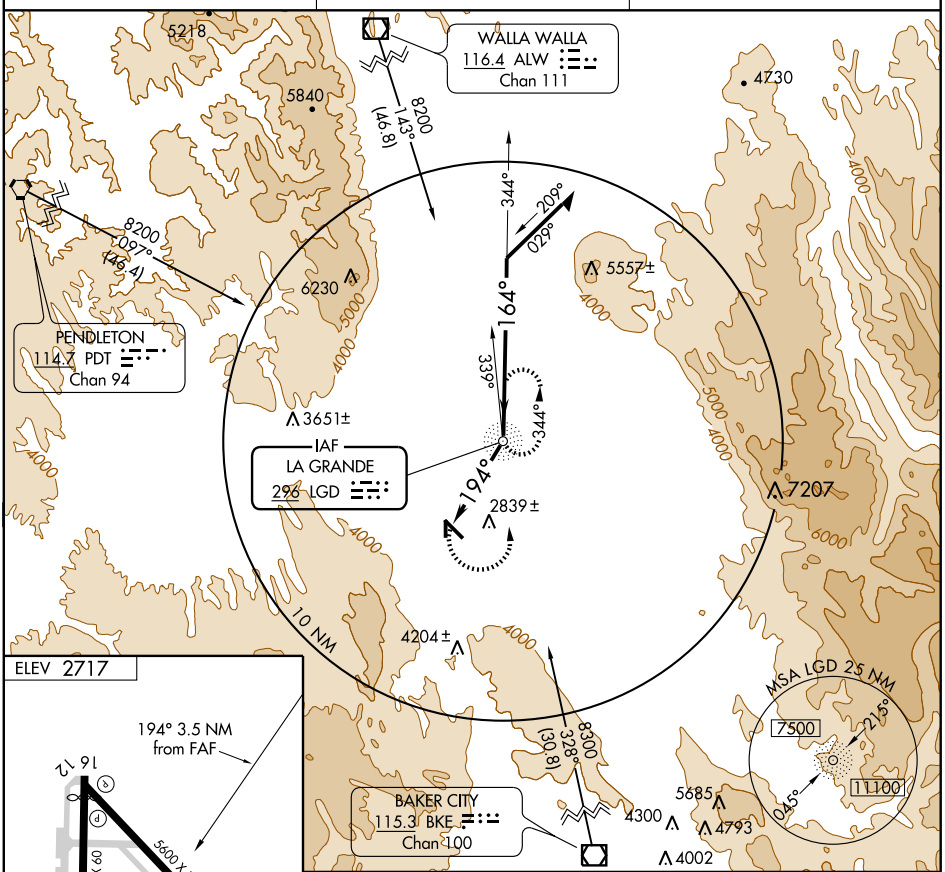
NDB-B

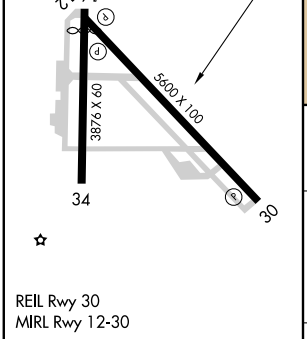
LA GRANDE/UNION COUNTY (LGD)

NA

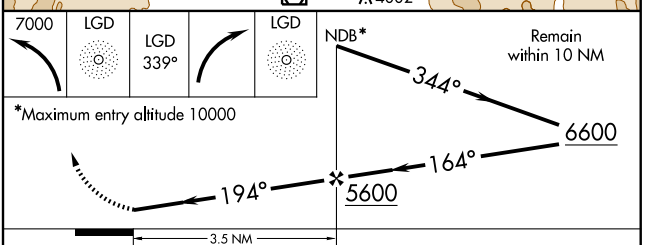
MISSED APPROACH: Climbing left turn to 7000 direct LGD NDB and 339° bearing from LGD NDB, then right turn direct LGD NDB and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	132.6 269.35	122.8 (CTAF)





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
CIRCLING	4360-1¼ 1643 (1700-1¼)	4360-1½ 1643 (1700-1½)	4360-3 1643 (1700-3)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	3390
CH 66000	163°	TDZE	2717
W16A		Apt Elev	2717

RNAV (GPS) RWY 16

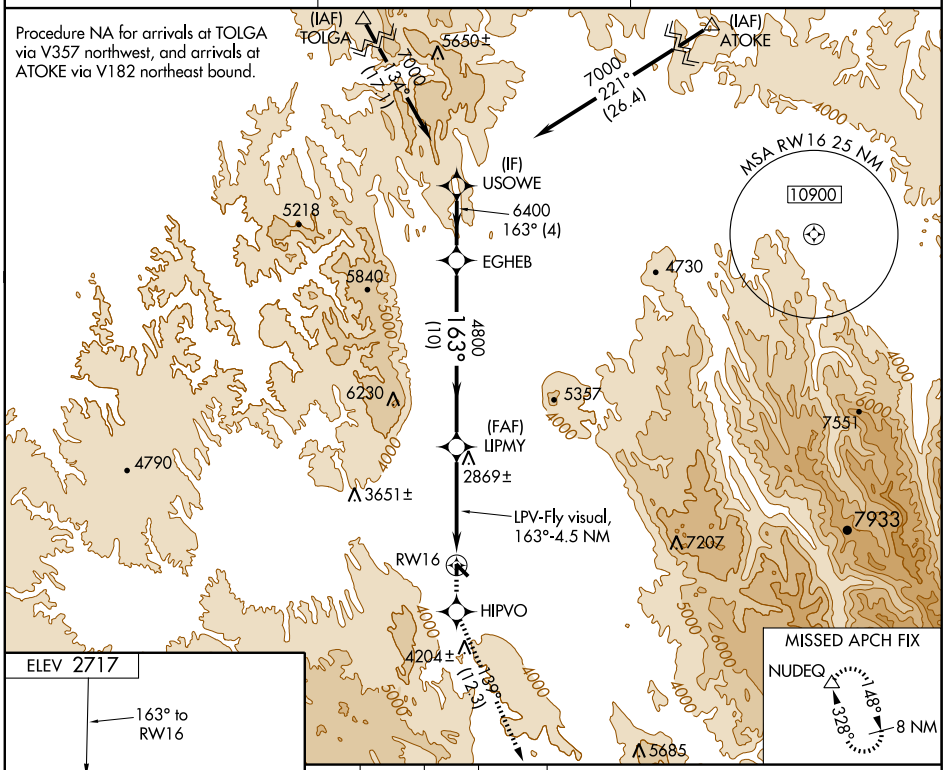
LA GRANDE/UNION COUNTY (LGD)

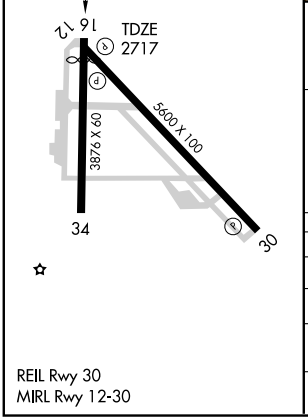
T
A NA

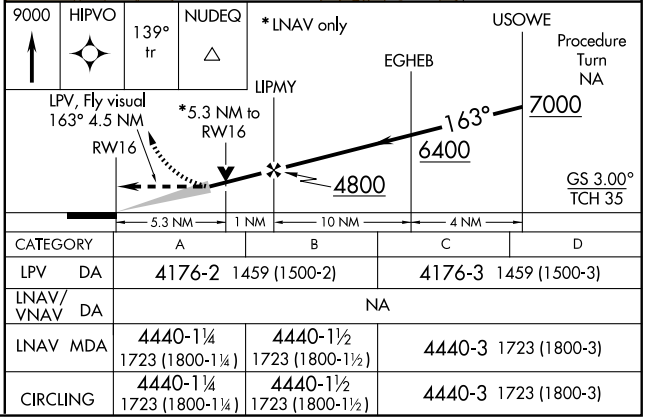
DME/DME RNP-0.3 NA.
If local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 9000 direct HIPVO and via 139° track to NUDEQ and hold, continue climb-in-hold to 9000.

AWOS-3	SEATTLE CENTER	UNICOM
135.075	132.6 269.35	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	4176-2 1459 (1500-2)		4176-3 1459 (1500-3)	
LNAV/VNAV DA	NA			
LNAV MDA	4440-1¼ 1723 (1800-1¼)	4440-1½ 1723 (1800-1½)	4440-3 1723 (1800-3)	
CIRCLING	4440-1¼ 1723 (1800-1¼)	4440-1½ 1723 (1800-1½)	4440-3 1723 (1800-3)	

REIL Rwy 30
MIRL Rwy 12-30

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LAKE BILLY CHINOOK STATE (See CULVER)

LAKE CO (See LAKEVIEW)

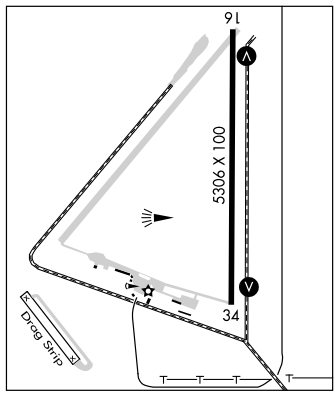
LAKER N45°32.46′ W122°27.74′. NOTAM FILE PDX. SEATTLE
NDB (MHW) 332 LBH 277° 6.4 NM to Portland Intl. L–1C

LAKESIDE STATE (9S3) 0 NW UTC−8(−7DT) N43°34.99′ W124°10.82′ KLAMATH FALLS
20 TPA—1020(1000) NOTAM FILE MMV
RWY 15–33: 2150X100 (TURF)
RWY 15: Trees **RWY 33:** Trees
AIRPORT REMARKS: Unattended. Rwy 15–33 rwy ends marked with white mats.
COMMUNICATIONS: CTAF 122.9

LAKEVIEW N42°29.57′ W120°30.43′ NOTAM FILE LKV. KLAMATH FALLS
(H) VORTACW 112.0 LKV Chan 57 147° 20.5 NM to Lake Co. 7460/19E. **HIWAS.** H–3B, L–11A
RCO 122.3 (MC MINNVILLE RADIO)

LAKEVIEW

LAKE CO (LKV) 3 SW UTC−8(−7DT) N42°09.67′ W120°23.95′ KLAMATH FALLS
4733 B **FUEL** 100LL, JET A TPA—5733(1000) NOTAM FILE LKV H–3B, L–11A
RWY 16–34: H5306X100 (ASPH) S–74, D–86, 2S–109 MIRL IAP
RWY 16: VASI(V4L)—GA 3.0° TCH 55′.
RWY 34: REIL. VASI(V4R)—GA 3.0° TCH 55′.
AIRPORT REMARKS: Attended Apr–Sep 1700–0000Z‡, Oct–Mar 1500–0100Z‡. Flocks of large waterfowl in vicinity Nov–May. Extensive airtanker ops in fire season. Possible glider ops on twy. Twy NE–SW used for strong cross wind ldg. Tetrahedron lgtng inoperative. Rwy 16 thld lgts, Rwy 16–34 edge lgts and Twy B edge reflectors obscured by vegetation. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.525 (541) 947–5069.
HIWAS 112.0 LKV.
COMMUNICATIONS: CTAF/UNICOM 122.8
LAKEVIEW RCO 122.3 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57′ W120°30.43′ 147° 20.5 NM to fld. 7460/19E.
HIWAS.



LAKE WOAHINK SPB (See FLORENCE)

LEBANON STATE (S3Ø) 1 SW UTC−8(−7DT) N44°31.79′ W122°55.77′ SEATTLE
344 B S4 **FUEL** 100LL, MOGAS TPA—1344(1000) NOTAM STATE MMV.
RWY 16–34: H2877X60 (ASPH) MIRL
RWY 16: PAPI(P2L)—GA 3.0°TCH 40′. Tree. **RWY 34:** PAPI(P2L)—GA 3.5°TCH 40′. Thld dsplcd 387′. Brush.
AIRPORT REMARKS: Attended continuously. Acft departing Rwy 34 make 10° left turn after takeoff as soon as safety permits. Rwy 16–34 twy markings NSTD, marked with reflectors.
COMMUNICATIONS: CTAF/UNICOM 122.8

LENHARDT AIRPARK (See HUBBARD)

LEWISBURG N44°36.82′ W123°16.24′. NOTAM FILE CVO. KLAMATH FALLS
NDB (MHW) 225 LWG 169° 7.0 NM to Corvallis Muni. L–1B

APP CRS	Rwy Idg	5306
343°	TDZE	4725
	Apt Elev	4729

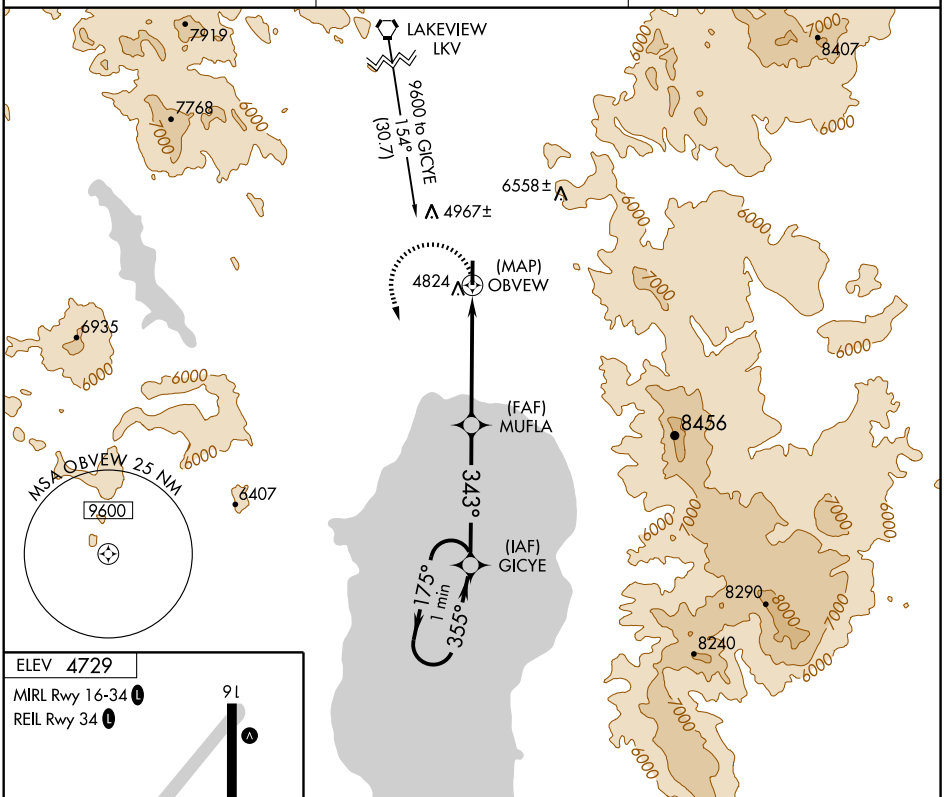
GPS RWY 34

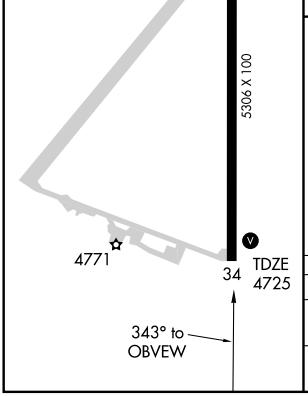
LAKEVIEW/ LAKE COUNTY (LKV)

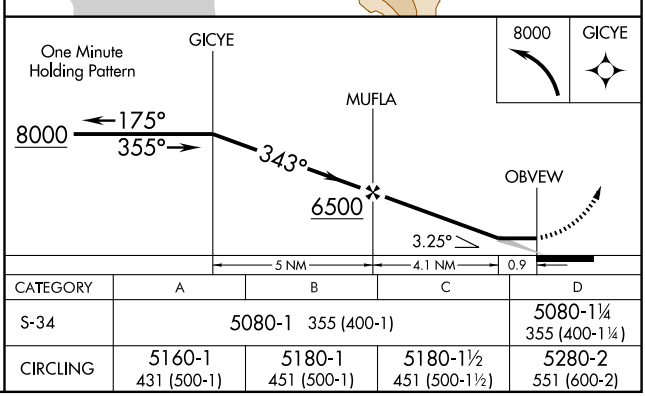
T A NA

MISSED APPROACH: Climbing left turn to 8000, direct GICYE WP and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.525	127.6 346.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	5080-1 355 (400-1)			5080-1¼ 355 (400-1¼)
CIRCLING	5160-1 431 (500-1)	5180-1 451 (500-1)	5180-1½ 451 (500-1½)	5280-2 551 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

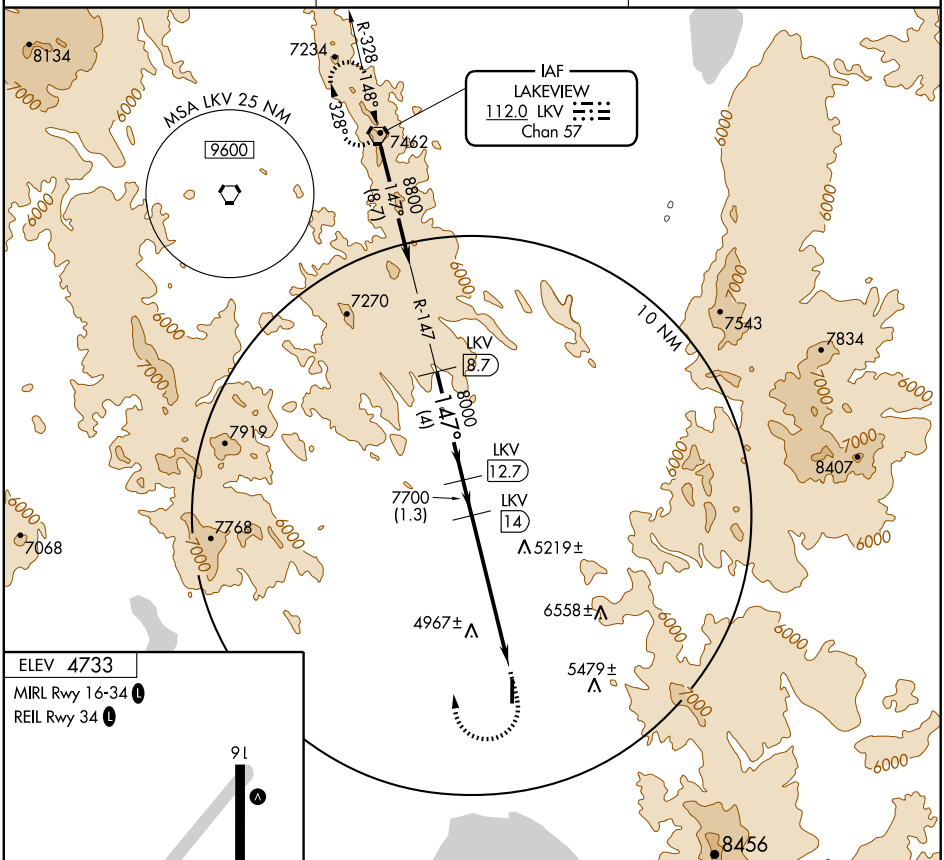
VORTAC LKV	APP CRS	Rwy Idg	N/A
112.0	147°	TDZE	N/A
Chan 57		Apt Elev	4733

VOR/DME-A

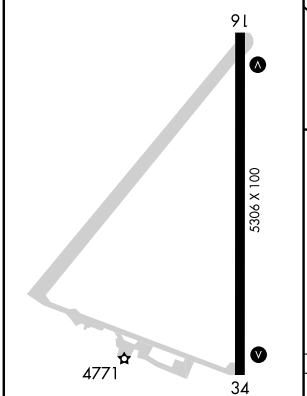
LAKEVIEW/ LAKE COUNTY (LKV)

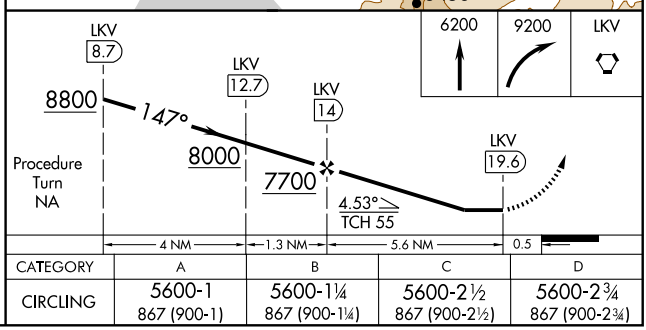
MISSED APPROACH: Climb to 6200 then climbing right turn to 9200 direct LKV VORTAC and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.525	127.6 346.35	122.8 (CTAF) L



ELEV 4733
MIRL Rwy 16-34 L
REIL Rwy 34 L

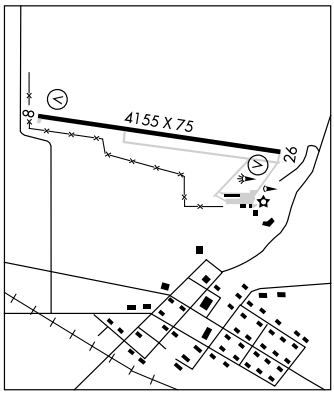




CATEGORY	A	B	C	D
CIRCLING	5600-1 867 (900-1)	5600-1¼ 867 (900-1¼)	5600-2½ 867 (900-2½)	5600-2¾ 867 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LEXINGTON (9S9) 1 N UTC−8(−7DT) N45°27.25′ W119°41.42′ SEATTLE
1634 B **FUEL** 100LL TPA—2634(1000) NOTAM FILE MMV L–13A
RWY 08–26: H4155X75 (ASPH) S–12.5 MIRL 1.3% up E IAP
RWY 08: VASI(V2L)—GA 3.0° TCH 44′. Fence.
RWY 26: VASI(V2L)—GA 3.5° TCH 59′.
AIRPORT REMARKS: Unattended. Fuel 24 hours credit card svc avbl. Rwy 08–26 200′ gravel E end. ACTIVATE MIRL Rwy 08–26—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.475 (541) 989–8557.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 225° 34.9 NM to fld. 1559/20E. **HIWAS.**



MADRAS MUNI (S33) 3 NW UTC−8(−7DT) N44°40.21′ W121°09.31′ SEATTLE
2437 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE MMV H–1B, L–13A
RWY 16–34: H5089X75 (ASPH) S–75, D–120, 2D–180 MIRL IAP
RWY 34: VASI(V4L)—GA 3.0°.
RWY 04–22: H2701X50 (ASPH) S–16 0.3% up NE
RWY 04: P–line. **RWY 22:** Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Rwy 04–22 marked with white reflectors. Rwy 16–34 blue reflectors on twys. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 356° 25.8 NM to fld. 4101/18E. **HIWAS.**

MAHLON SWEET FLD (See EUGENE)

MALIN (4S7) 1 SE UTC−8(−7DT) N42°00.06′ W121°23.78′ KLAMATH FALLS
4052 NOTAM FILE MMV
RWY 14–32: 2800X30 (TURF–GRVL)
RWY 14: P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Rwy 14–32 south 2500′. 3′ irrigation sprinklers located along western edge. Rwy 14–32 west half full length is TURF; east half full length is GRVL.
COMMUNICATIONS: CTAF 122.9

MANZANITA

NEHALEM BAY STATE (3S7) 2 S UTC−8(−7DT) N45°41.89′ W123°55.79′ SEATTLE
22 TPA—1022(1000) NOTAM FILE MMV
RWY 15–33: H2350X50 (ASPH)
RWY 15: Trees **RWY 33:** Deer and water fowl invof arpt. Unpaved twy and ramp.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	N/A
210°	TDZE	N/A
	Apt Elev	1634

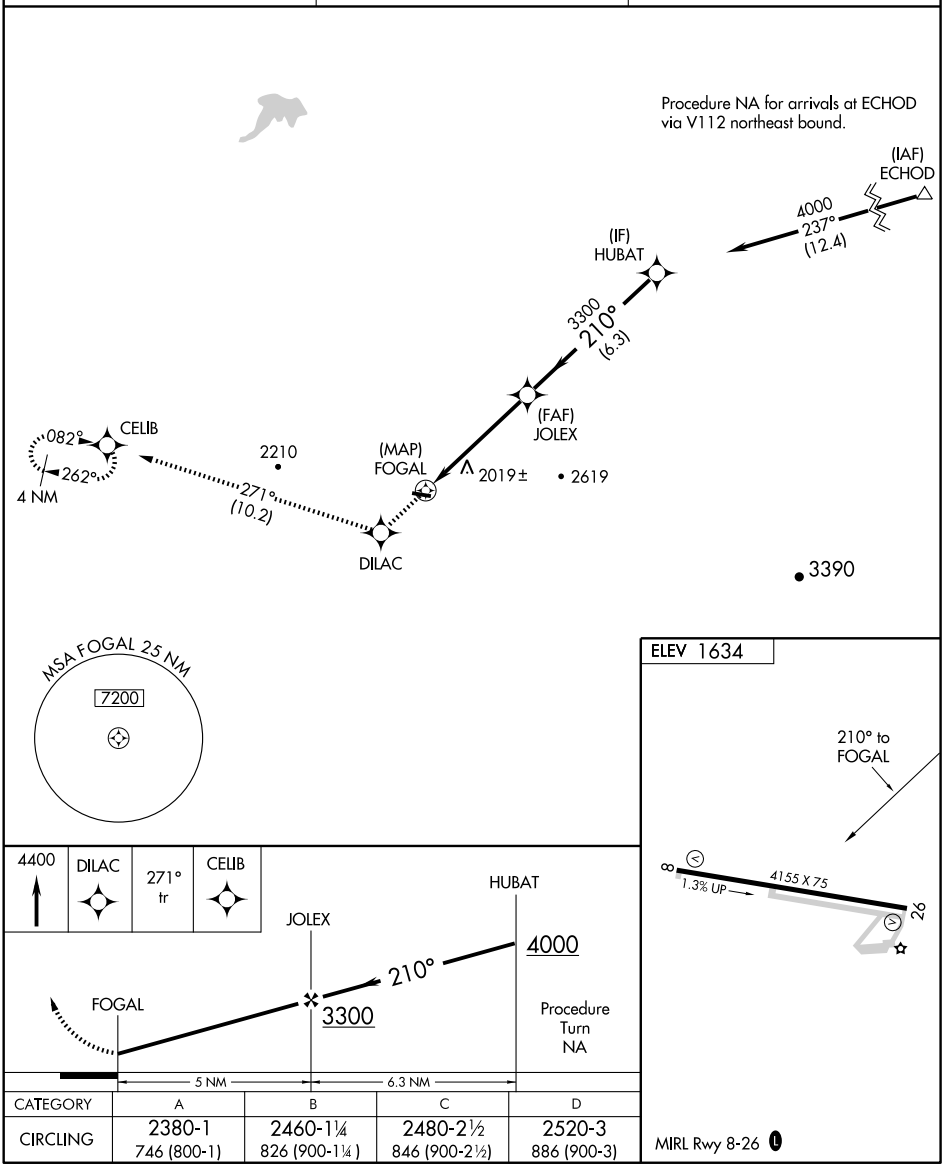
RNAV (GPS)-A
LEXINGTON (9S9)

T
A NA

If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet.
Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4400 direct DILAC WP and via 271° track to CELIB WP and hold.

AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L



CATEGORY	A	B	C	D
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

MIRL Rwy 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4155
082°	TDZE	1613
	Apt Elev	1634

RNAV (GPS) RWY 8

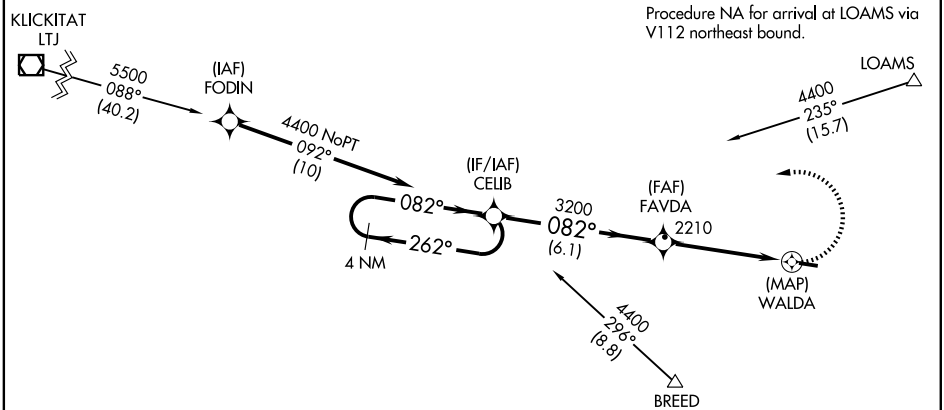
LEXINGTON (9S9)

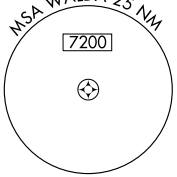
If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet. Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 4400 direct CELIB WP and hold.

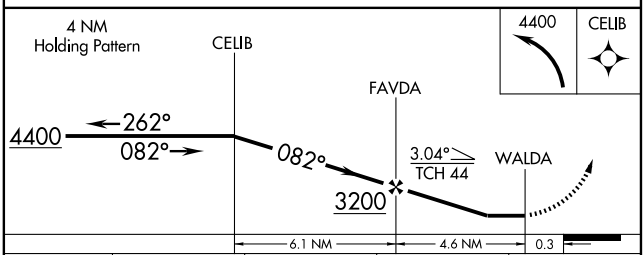
AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L

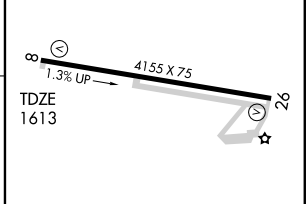
Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116.





3558
3558±



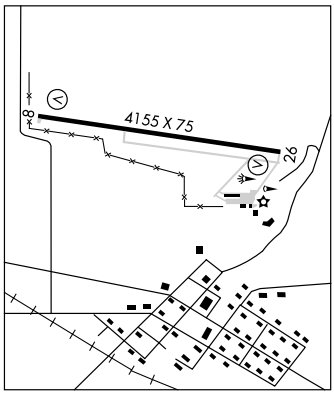


CATEGORY	A	B	C	D
LNAV MDA	2120-1 507 (500-1)		2120-1½ 507 (500-1½)	
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

MIRL Rwy 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LEXINGTON (9S9) 1 N UTC−8(−7DT) N45°27.25′ W119°41.42′ SEATTLE
1634 B **FUEL** 100LL TPA—2634(1000) NOTAM FILE MMV L–13A
RWY 08–26: H4155X75 (ASPH) S–12.5 MIRL 1.3% up E IAP
RWY 08: VASI(V2L)—GA 3.0° TCH 44′. Fence.
RWY 26: VASI(V2L)—GA 3.5° TCH 59′.
AIRPORT REMARKS: Unattended. Fuel 24 hours credit card svc avbl. Rwy 08–26 200′ gravel E end. ACTIVATE MIRL Rwy 08–26—CTAF.
WEATHER DATA SOURCES: AWOS–3 134.475 (541) 989–8557.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 225° 34.9 NM to fld. 1559/20E. **HIWAS.**



MADRAS MUNI (S33) 3 NW UTC−8(−7DT) N44°40.21′ W121°09.31′ SEATTLE
2437 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE MMV H–1B, L–13A
RWY 16–34: H5089X75 (ASPH) S–75, D–120, 2D–180 MIRL IAP
RWY 34: VASI(V4L)—GA 3.0°.
RWY 04–22: H2701X50 (ASPH) S–16 0.3% up NE
RWY 04: P–line. **RWY 22:** Road.
AIRPORT REMARKS: Attended Nov–Apr 1600–0100Z‡, May–Oct 1600–0200Z‡. Rwy 04–22 marked with white reflectors. Rwy 16–34 blue reflectors on twys. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 356° 25.8 NM to fld. 4101/18E. **HIWAS.**

MAHLON SWEET FLD (See EUGENE)

MALIN (4S7) 1 SE UTC−8(−7DT) N42°00.06′ W121°23.78′ KLAMATH FALLS
4052 NOTAM FILE MMV
RWY 14–32: 2800X30 (TURF–GRVL)
RWY 14: P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Rwy 14–32 south 2500′. 3′ irrigation sprinklers located along western edge. Rwy 14–32 west half full length is TURF; east half full length is GRVL.
COMMUNICATIONS: CTAF 122.9

MANZANITA

NEHALEM BAY STATE (3S7) 2 S UTC−8(−7DT) N45°41.89′ W123°55.79′ SEATTLE
22 TPA—1022(1000) NOTAM FILE MMV
RWY 15–33: H2350X50 (ASPH)
RWY 15: Trees **RWY 33:** Deer and water fowl invof arpt. Unpaved twy and ramp.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

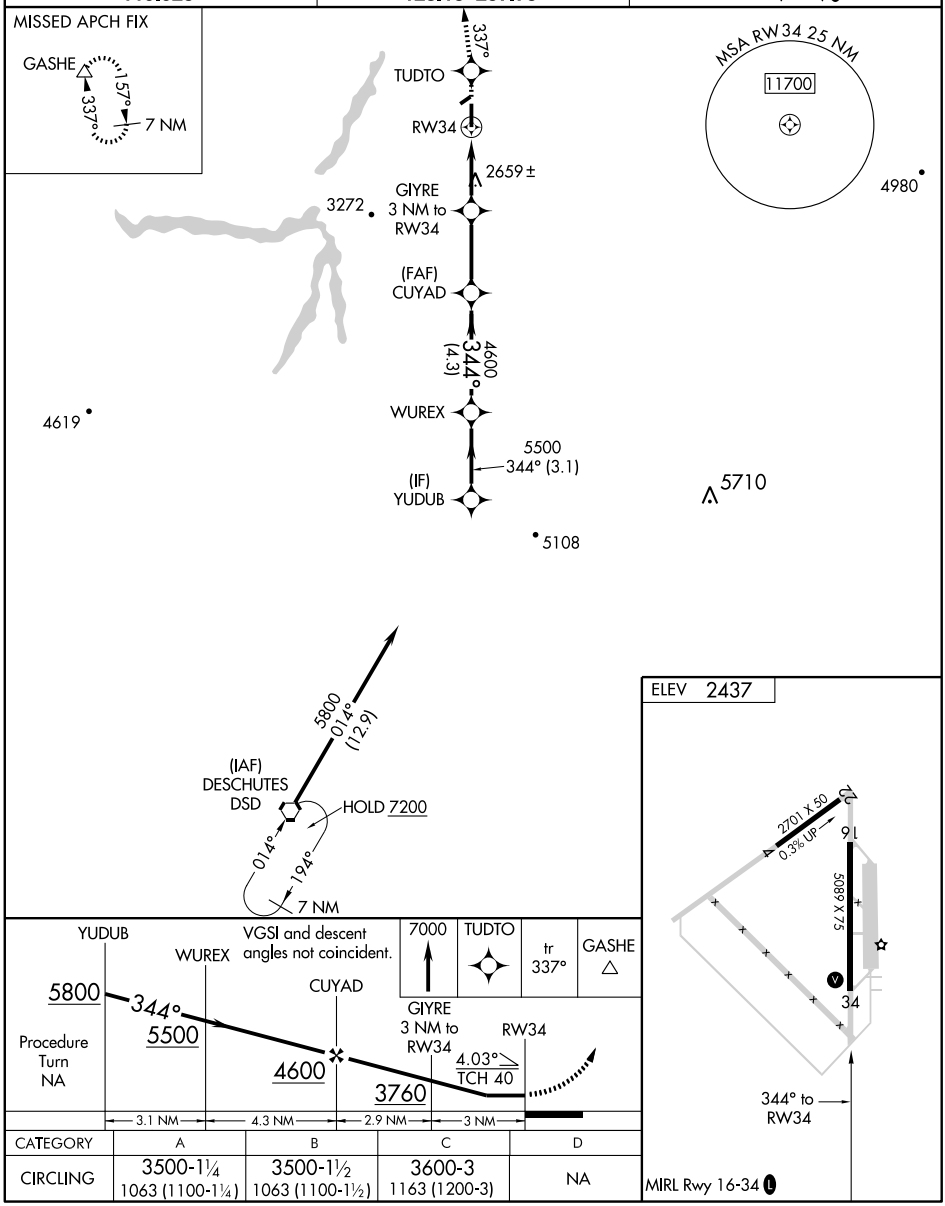
APP CRS	Rwy Idg	N/A
344°	TDZE	N/A
	Apt Elev	2437

RNAV (GPS)-A
MADRAS MUNI (S33)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Redmond altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUDTO and on track 337° to GASHE and hold, continue climb-in-hold to 7000.

REDMOND ASOS	SEATTLE CENTER	UNICOM
119.025	128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3500-1¼ 1063 (1100-1¼)	3500-1½ 1063 (1100-1½)	3600-3 1163 (1200-3)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5089
CH 93518	164°	TDZE	2433
W16A		Apt Elev	2437

RNAV (GPS) RWY 16

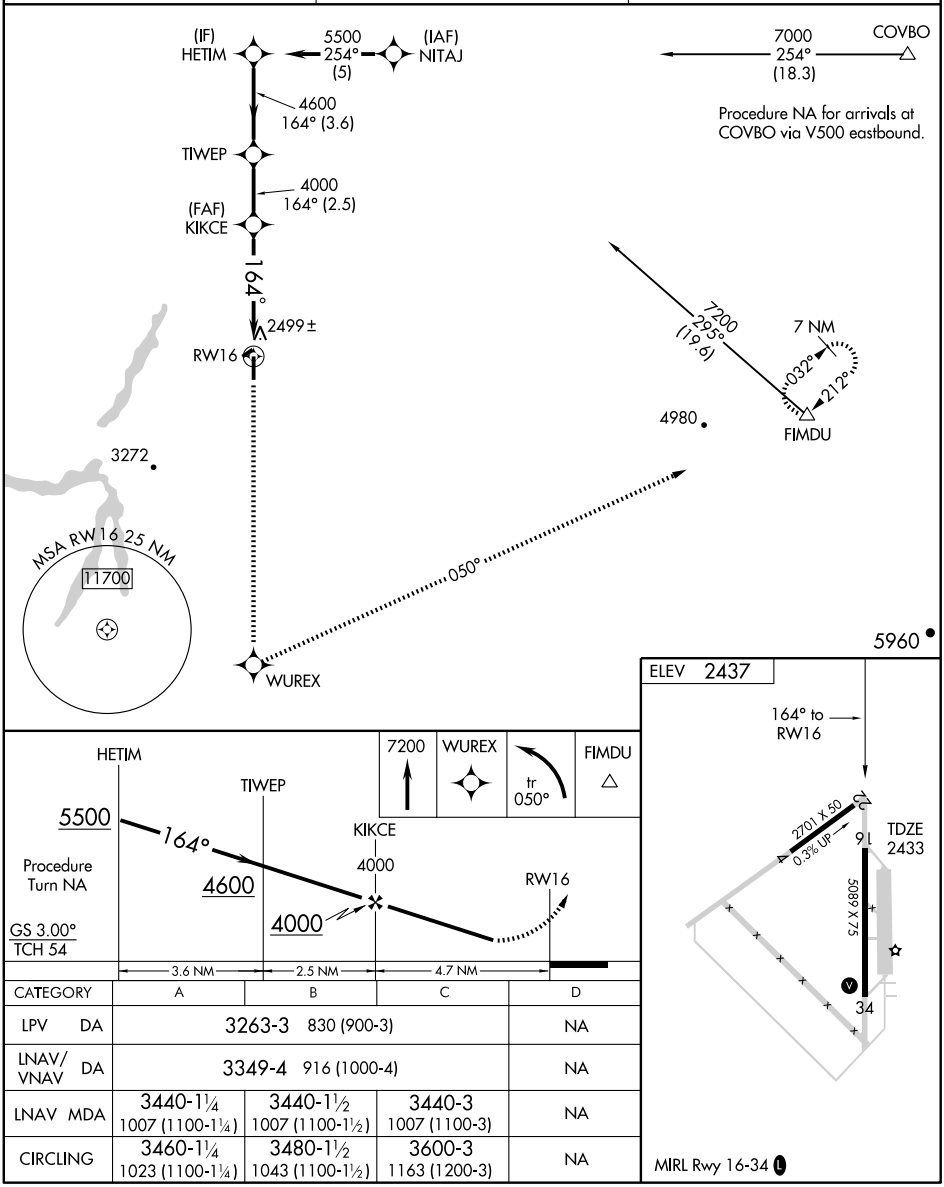
MADRAS MUNI (S33)

T
A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Redmond altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 7200 direct WUREX and left turn on track 050° to FIMDU and hold.

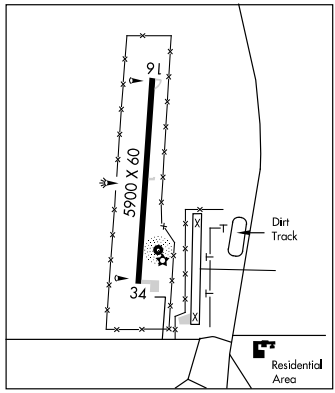
REDMOND ASOS	SEATTLE CENTER	UNICOM
119.025	128.15 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3263-3 830 (900-3)			NA
LNAV/VNAV DA	3349-4 916 (1000-4)			NA
LNAV MDA	3440-1¼ 1007 (1100-1¼)	3440-1½ 1007 (1100-1½)	3440-3 1007 (1100-3)	NA
CIRCLING	3460-1¼ 1023 (1100-1¼)	3480-1½ 1043 (1100-1½)	3600-3 1163 (1200-3)	NA

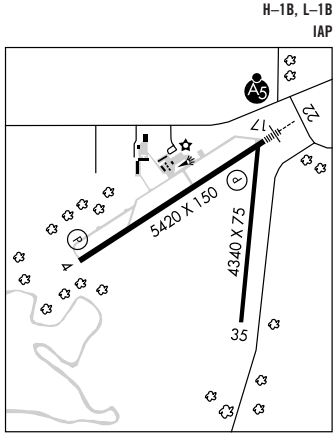
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

MC DERMITT STATE (26U) 0 W UTC−8(−7DT) N42°00.13′ W117°43.39′ **KLAMATH FALLS**
4478 B TPA—5478(1000) NOTAM FILE MMV **H–3C, L–11B**
RWY 16–34: H5900X60 (ASPH) S–12.5 LIRL
AIRPORT REMARKS: Unattended. P–lines South and East. Vegetation growing in primary sfc.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE REO.
ROME (H) VORTACW 112.5 REO Chan 72 N42°35.43′ W117°52.09′ 151° 35.9 NM to fld. 4050/19E.
NDB (MHW) 204 RMD N42°00.69′ W117°43.26′ at fld. NOTAM FILE MMV. VFR only.



MC KENZIE BRIDGE STATE (ØØS) 3 E UTC−8(−7DT) N44°10.89′ W122°05.13′ **KLAMATH FALLS**
1620 TPA—2620(1000) NOTAM FILE MMV
RWY 06–24: 2600X90 (TURF)
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt year round. Owner advises ctc with Oregon Dept of Aviation 503–378–4880 prior to use. Irregular winter maintenance. Rwy CLOSED when covered in snow. Rwy 6–24 slopes up to the east. Expect significant turbulence and downdrafts near rwy. Rwy 06–24 rough on east half. Land east–tkf west. Rwy 06 thld marked with white mats. Rwy edges marked with white panel markers.
COMMUNICATIONS: CTAF 122.9

MC MINNVILLE MUNI (MMV) 3 SE UTC−8(−7DT) N45°11.67′ W123°08.16′ **SEATTLE**
163 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE MMV **H–1B, L–1B**
RWY 04–22: H5420X150 (ASPH) S–40, D–50, 2D–80 HIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 17–35: H4340X75 (ASPH) S–40, D–50, 2D–80
RWY 17: Tree.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Fuel 24 hour credit card svc avbl. For fuel dusk–dawn contact fixed–base operator 503–472–0558. Military helicopter and parachute ops in area. Scheduled by notam. High pressure bulk oxygen avbl Mon–Sat. Glider ops Rwy 17–35 and within 8 NM blo 8000′ during dalgt hours Feb–Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04–22—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (503) 434–9153.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.45 (MC MINNVILLE RADIO)
Ⓡ **PORTLAND APP/DEP CON** 126.0 (North)
SEATTLE CENTER APP/DEP CON 125.8 (South)
CLNC DEL 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 194° 11.6 NM to fld. 1440/21E. **HIWAS.**
ILS 110.9 I–MMV Rwy 22. Class 1A.



MCNARY FLD (See SALEM)

MEDFORD N42°23.50′ W122°52.73′ NOTAM FILE MFR. **KLAMATH FALLS**
NDB (MHW) 356 MEF 148° 1.1 NM to fld. LOM unusable 220°–240° beyond 15 NM. **L–2I**
RCO 122.65 (MC MINNVILLE RADIO)

LOC I-MMV	APP CRS	Rwy Idg	5420
110.9	218°	TDZE	161
		Apt Elev	163

ILS or LOC RWY 22

MC MINNVILLE MUNI (MMV)

DME Required.
When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet. Increase all visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 069° and UBG VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME and hold, continue climb-in-hold to 3000. When authorized by ATC, climb-in-hold to 6000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L

Procedure NA for arrivals on BTG VORTAC airway radials 160 CW 175.

IAF BATTLEGROUND 116.6 BTG Chan 113

3100 NoPT 185° (24.8)

TOCBU INT BTG 24.8

R-185

R-054

2900 185° (4.9)

1726

NEWBERG 117.4 UBG Chan 121

3800 111° (4.4)

038°

1 min

218°

(IF/IAF) OZIER INT UBG 4.4 BTG 29.7

1398

2500 218° (2.5)

R-111

BTG R-196

R-177

R-144

LUSEY UBG 6

1100

1900

022°

204°

539±

364±

218°

(3.8)

R-204

UNECE INT

LIYEV INT

2900 NoPT 291° (6.1)

(IAF) RAWER

2704

886

10 NM

LOCALIZER 110.9 I-MMV

MSA UBG 25 NM

170° 3100 260° 3600 350° 4800

ELEV 163

218° 5.2 NM from FAF

TDZE 161

5420 X 150

4340 X 75

228

35

231

REIL Rwy 4 L

HIRL Rwy 4-22 L

900 | 3000 hdg 069° | UBG R-204 | LUSEY

OZIER INT UBG 4.4

One Minute Holding Pattern

UNECE INT

LIYEV INT

1900

218° 2500

038° 218° 2900

1900

GS 3.00° TCH 57

5.2 NM 3.8 NM 2.5 NM

CATEGORY	A	B	C	D
S-ILS 22	361-½ 200 (200-½)			
S-LOC 22	600-½ 439 (500-½)		600-¾ 439 (500-¾)	600-1 439 (500-1)
CIRCLING	640-1 477 (500-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 4

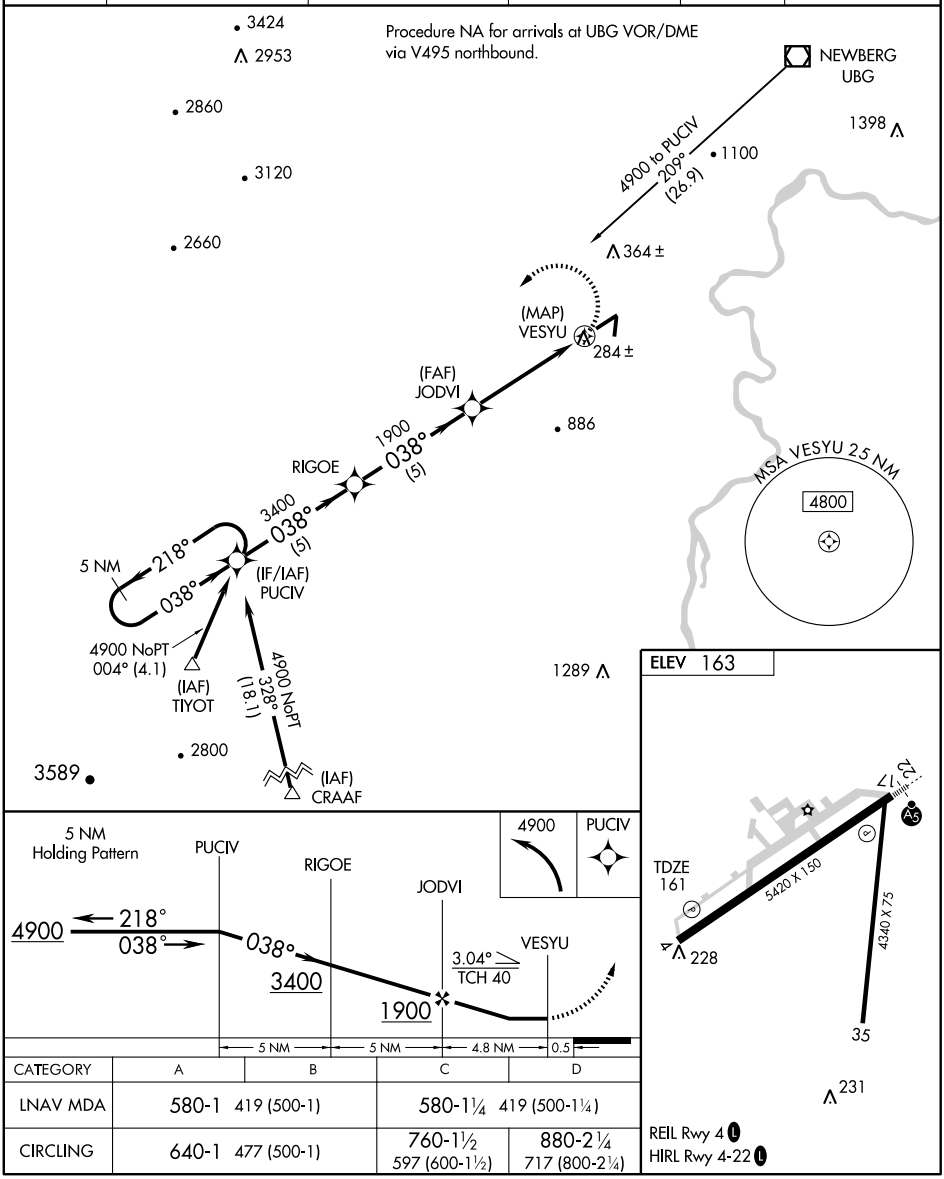
MC MINNVILLE MUNI (MMV)

APP CRS	Rwy Idg	5420
038°	TDZE	161
	Apt Elev	163

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	640-1 477 (500-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5420
CH 50309	218°	TDZE	161
W22A		Apt Elev	163

RNAV (GPS) RWY 22

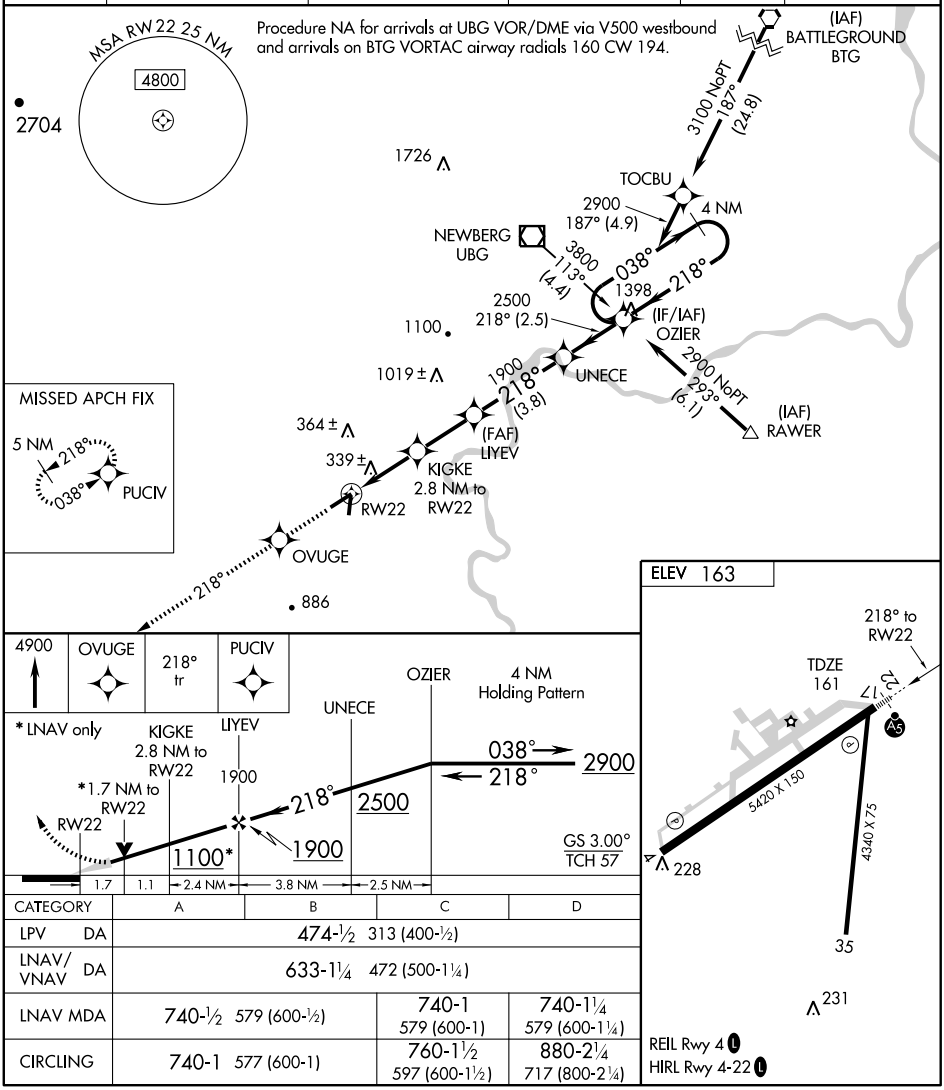
MC MINNVILLE MUNI (MMV)

T For inoperative MALSR, increase LPV all Cats. visibility to 1.
A Baro-VNAV NA when using Aurora State altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
For inoperative MALSR when using Aurora State altimeter setting increase LPV visibility all Cats. to 1¼. VDP NA when using Aurora State altimeter setting.
When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet, increase all visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4900 direct OVUGE then via 218° track to PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	474-½ 313 (400-½)			
LNAV/VNAV DA	633-1¼ 472 (500-1¼)			
LNAV MDA	740-½ 579 (600-½)		740-1 579 (600-1)	740-1¼ 579 (600-1¼)
CIRCLING	740-1 577 (600-1)		760-1½ 597 (600-1½)	880-2¼ 717 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME UBG 117.4 Chan 121	APP CRS 014°	Rwy Idg N/A TDZE N/A Apt Elev 163

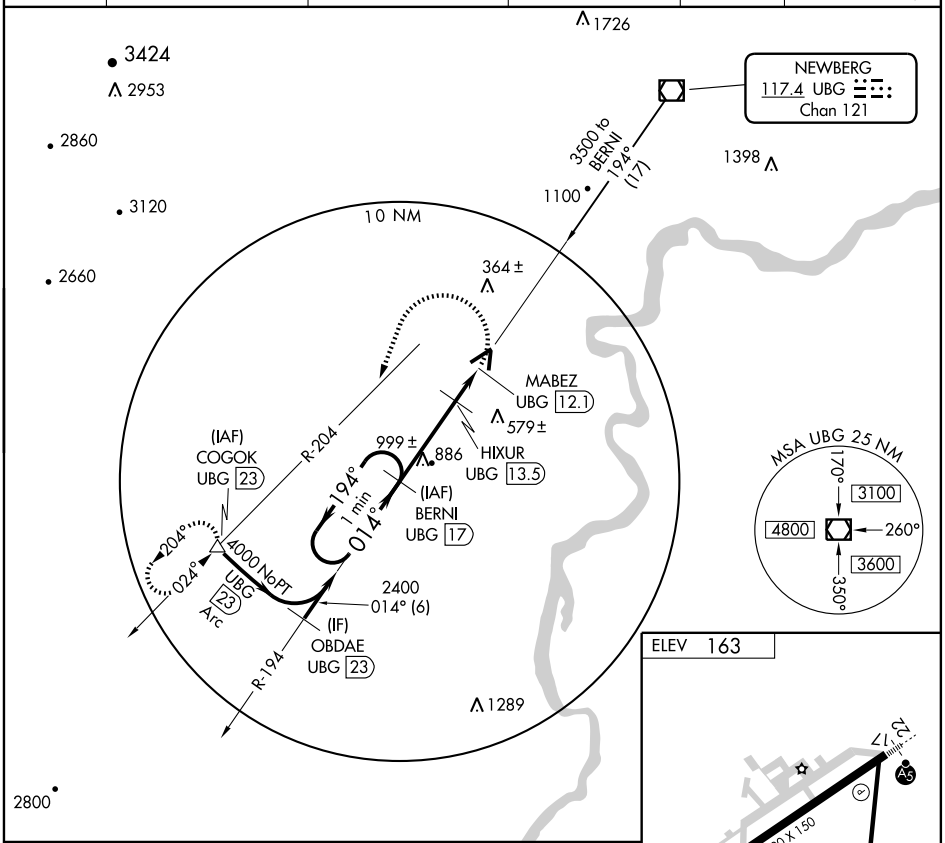
VOR/DME-B

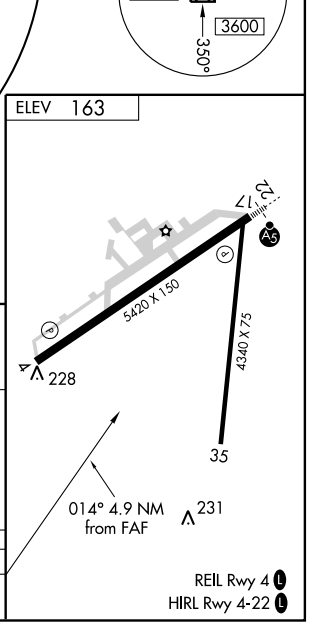
MC MINNVILLE MUNI (MMV)

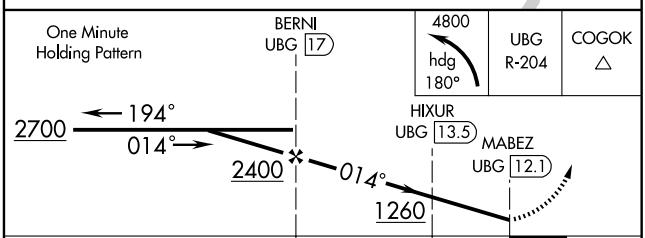
When local altimeter setting not received use Aurora State altimeter setting and increase all MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4800 via heading 180° and UBG VOR/DME R-204 to COGOK/UBG 23 DME and hold, continue climb-in-hold to 4800. When authorized by ATC, climb-in-hold to 6000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) L





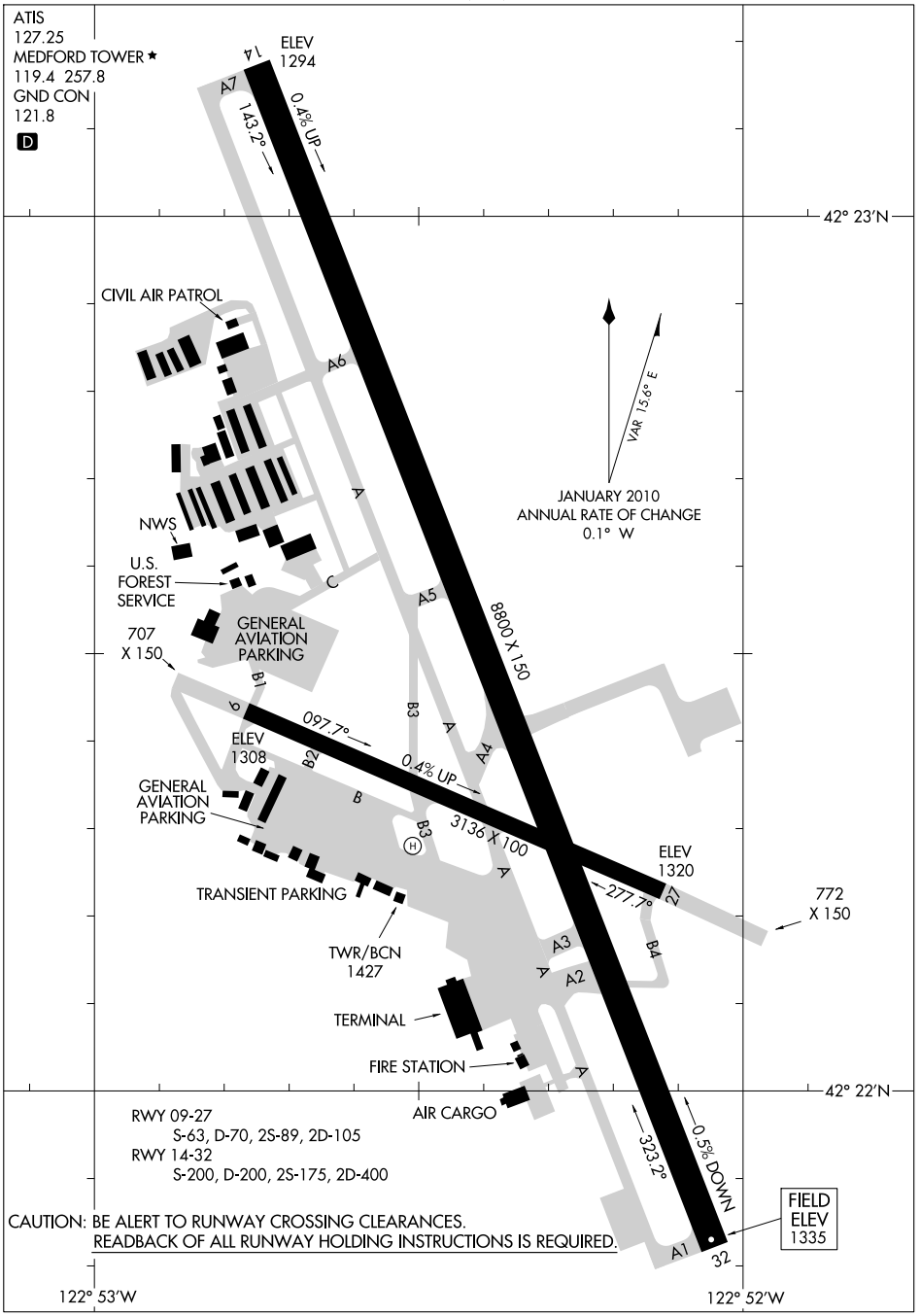


CATEGORY	A	B	C	D
CIRCLING	840-1 677 (700-1)		840-2 677 (700-2)	880-2 ¼ 717 (800-2 ¼)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)
MEDFORD, OREGON
AL-251 (FAA)



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

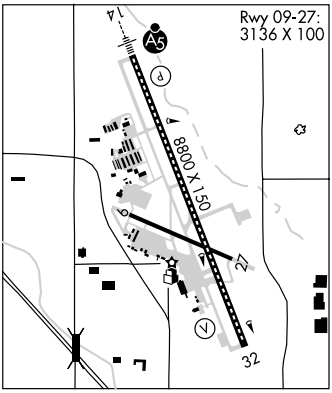
MEDFORD, OREGON
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

10266

MEDFORD

ROGUE VALLEY INTL–MEDFORD (MFR) 3 N UTC–8(–7DT) N42°22.45′ W122°52.41′ **KLAMATH FALLS**
1335 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks **H–3B, L–2I**
Class I, ARFF Index B NOTAM FILE MFR **IAP, AD**

RWY 14–32: H8800X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400 HIRL CL
RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0 TCH 73′ 0.4% up.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 49′ 0.5% down.
RWY 09–27: H3136X100 (ASPH) S–63, D–70, 2S–89, 2D–105 MIRL(NSTD) 0.4% up E



RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3136 TODA–3136 ASDA–3136 LDA–3136
RWY 14: TORA–8800 TODA–8800 ASDA–8800 LDA–8800
RWY 27: TORA–3136 TODA–3136 ASDA–3136 LDA–3136
RWY 32: TORA–8800 TODA–8800 ASDA–8800 LDA–8800

AIRPORT REMARKS: Attended 1300–0800Z‡. For fuel after hrs call 541–779–5451, or 541–842–2254. Bird hazard large flocks of migratory waterfowl in vicinity Nov–May. Rwy 09–27 CLOSED to acft over 12,500 lbs GWT. PPR for unscheduled ops with more than 30 passenger seats, call arpt operations 541–776–7228. Rwy 32 preferred for tkfs and landings when twr clsd. Twy B/B–1 not visible from twr between twy B–2 and AER 9. TPA—2304(969) for propeller acft; 2804(1469) for turbo acft. Rwy 09–27 NSTD MIRL first 10′ of Rwy 09 unlgt and first 9′ of Rwy 27 unlgt, 3136 lgtd. ACTIVATE HIRL Rwy 14–32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. PAPI Rwy 14 and VASI Rwy 32 on continuously. U.S. Customs user fee arpt. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

WEATHER DATA SOURCES: ASOS (541) 776–1238. **HIWAS** 113.6 OED.
COMMUNICATIONS: CTAF 119.4 **ATIS** 127.25 **UNICOM** 122.95
MEDFORD RCO 122.65 (MC MINNVILLE RADIO)
Ⓡ **CASCADE APP/DEP CON** 124.3 (1400–0700Z‡)
SEATTLE CENTER APP/DEP CON 124.85 (0700–1400Z‡)
MEDFORD TOWER 119.4 (1400–0500Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1400–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
(H) VORTACW 113.6 OED Chan 83 N42°28.78′ W122°54.77′ 145° 6.6 NM to fld. 2083/19E. **HIWAS.**
MEDFORD NDB (MHW) 356 MEF N42°23.50′ W122°52.73′ 148° 1.1 NM to fld.
PUMIE NDB (LOM) 373 MF N42°27.06′ W122°54.80′ 140° 4.9 NM to fld. LOM unusable 260°–270° beyond 10 NM
ILS/DME 110.3 I–MFR Chan 40 Rwy 14. Class IA. LOM PUMIE NDB. ILS unmonitored when tower closed. LOC Back Course unusable byd 11 NM blo 7000′, byd 13 NM blo 8300′, byd 17 NM blo 8700′. LOC Back Course unusable byd 20° left of course.

MEMALOOSE (See IMNAHA)

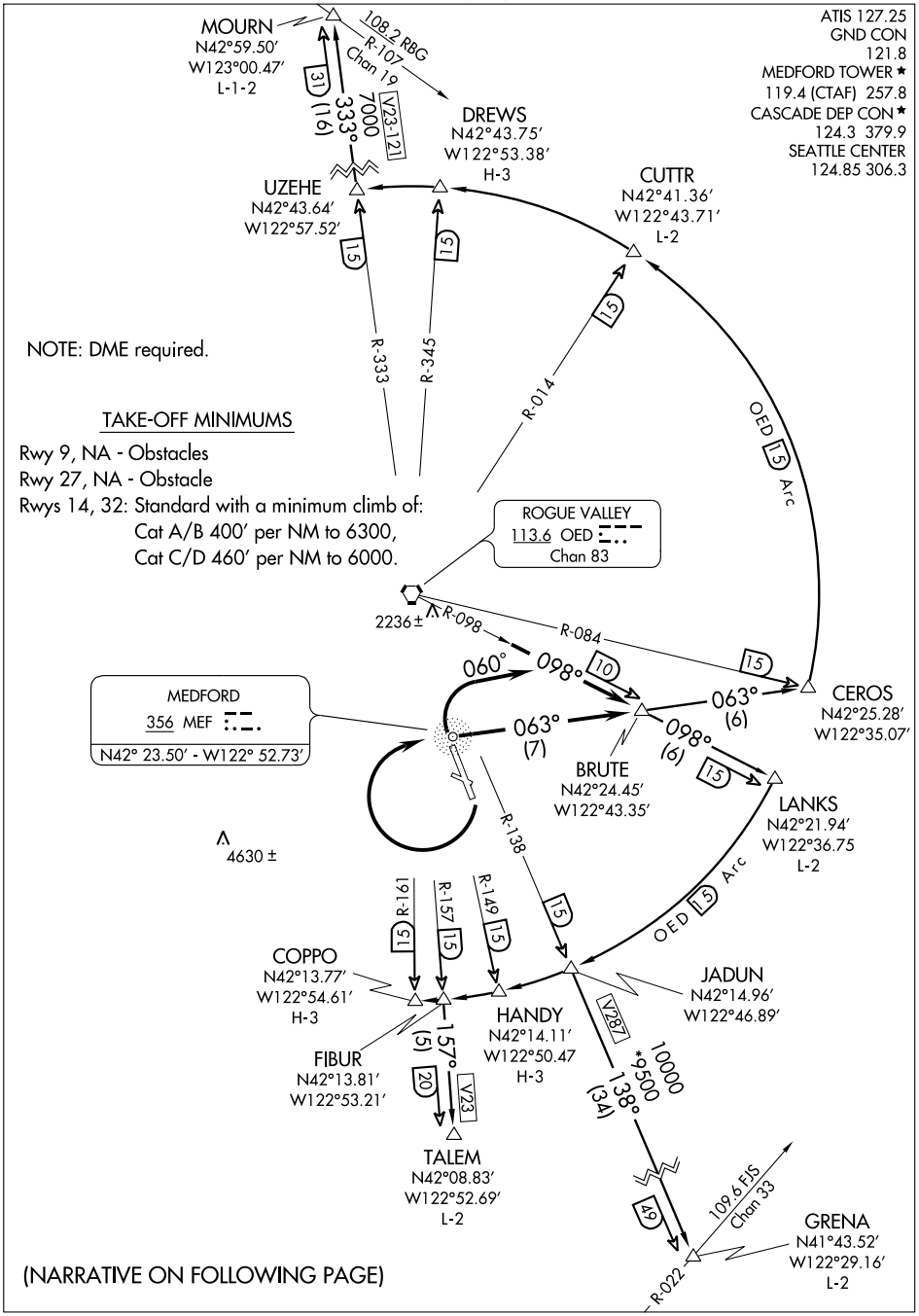
MILLER MEMORIAL AIRPARK (See VALE)

MONUMENT MUNI (12S) 1 NW UTC–8(–7DT) N44°49.89′ W119°25.78′ **SEATTLE**
2323 TPA—3323(1000) NOTAM FILE MMV
RWY 14–32: 2104X29 (ASPH)
RWY 14: Hill.
AIRPORT REMARKS: Unattended. Intermittently CLOSED winters due to snow. Rwy 14 rwy ends marked at each corner by a single white tire.
COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND-MURINO)

MYRTLE CREEK MUNI (16S) 2 SW UTC–8(–7DT) N42°59.84′ W123°18.92′ **KLAMATH FALLS**
619 B TPA—1600(981) NOTAM FILE MMV
RWY 03–21: H2600X60 (ASPH) S–12 MIRL
RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 41′. Tree. Rgt tfc. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Terrain rises to 2200′ MSL within 2 miles on each side of rwy. ACTIVATE MIRL Rwys 03–21, REIL Rwy 03 and PAPI Rwy 03—CTAF. UNICOM unmonitored indef.
COMMUNICATIONS: CTAF/UNICOM 122.7

NEHALEM BAY STATE (See MANZANITA)



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

COPPO TRANSITION (BRUTE5.COPPO) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTE5.CUTTR) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5.DREWS) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME.

GRENA TRANSITION (BRUTE5.GRENA) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then via OED R-138 to GRENA INT.

HANDY TRANSITION (BRUTE5.HANDY) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME.

LANKS TRANSITION (BRUTE5.LANKS) : From over BRUTE INT via OED R-098 to LANKS INT.

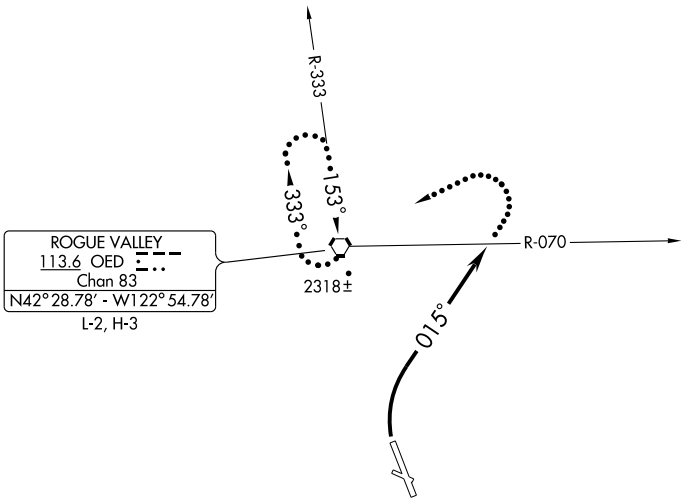
MOURN TRANSITION (BRUTE5.MOURN) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT.

TALEM TRANSITION (BRUTE5.TALEM) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME.

UZEHE TRANSITION (BRUTE5.UZEHE) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

NW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 127.25
GND CON
121.8
MEDFORD TOWER★
119.4 257.8
CASCADE DEP CON★
124.3 379.9
SEATTLE CENTER
124.85 306.3



TAKE-OFF MINIMUMS

RWY 32: 1700-3 or standard with minimum climb of 300′ per NM to 3000′.

RWYS 9, 14, and 27: Not authorized for this departure procedure.

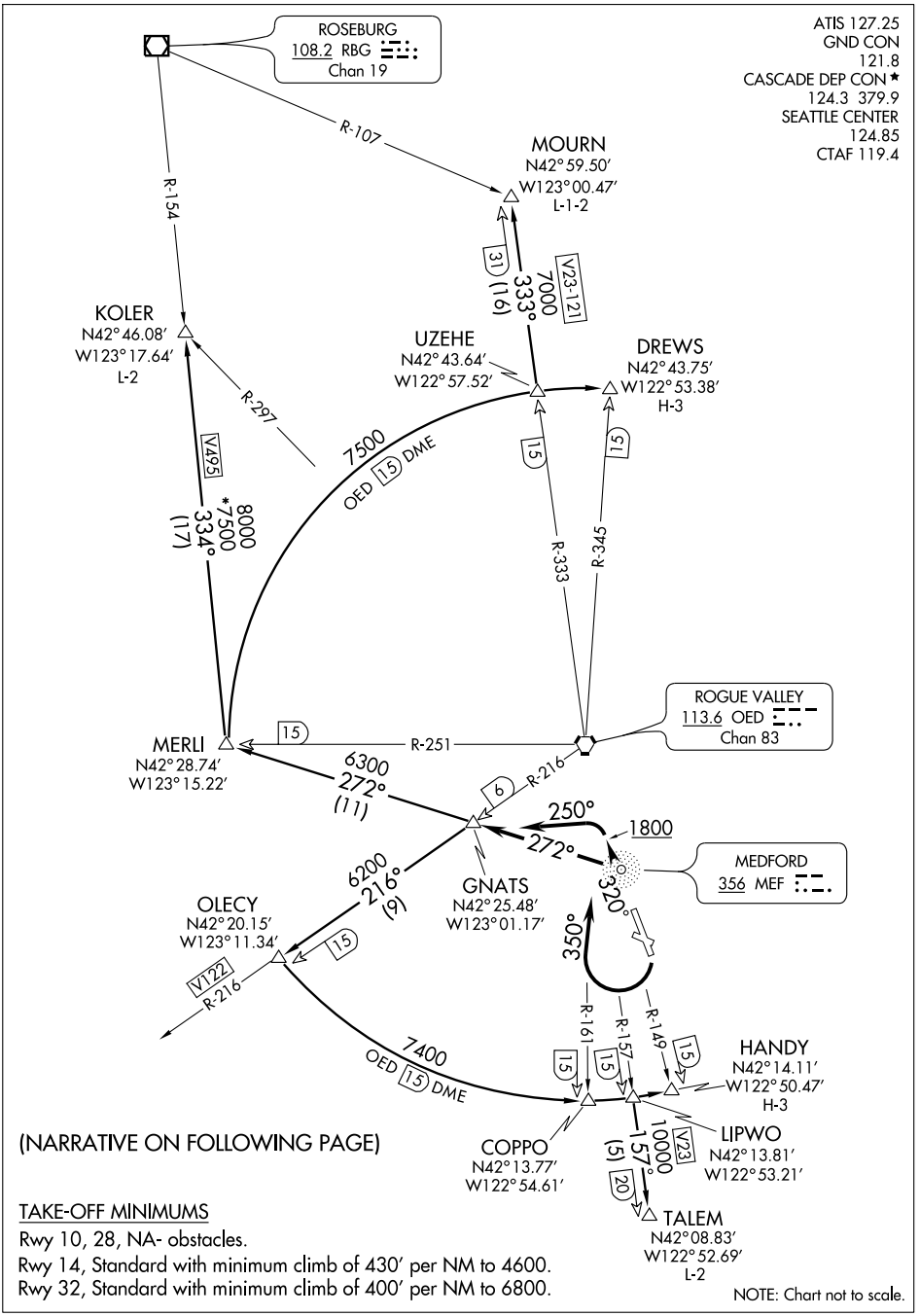
ATC climb rate of 410′ per NM until passing 6300 required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000′ or assigned altitude, expect radar vectors to assigned route. Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum enroute altitude before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn on heading 350° and MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climb on heading 320° to 1800 then climbing left turn on heading 250° to intercept MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

. . . .on (transition) or (assigned route). Maintain 11000 or assigned lower altitude.

COPPO TRANSITION (GNATS4.COPPO): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS4.DREWS): From over GNATS INT via the MEF NDB 272° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME.

HANDY TRANSITION (GNATS4.HANDY): From over GNATS INT via the OED R-216 to OLECY INT, then via the OED 15 DME Arc to HANDY DME.

KOLER TRANSITION (GNATS4.KOLER): From over GNATS INT via MEF NDB 272° bearing to MERLI INT, then via RBG R-154 to KOLER INT.

MOURN TRANSITION (GNATS4.MOURN): From over GNATS INT via MEF NDB 272° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to MOURN INT.

TALEM TRANSITION (GNATS4.TALEM): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to TALEM DME.

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-MFR	APP CRS	Rwy Idg	8800
110.3	140°	TDZE	1303
Chan 40		Apt Elev	1335

ILS or LOC/DME RWY 14

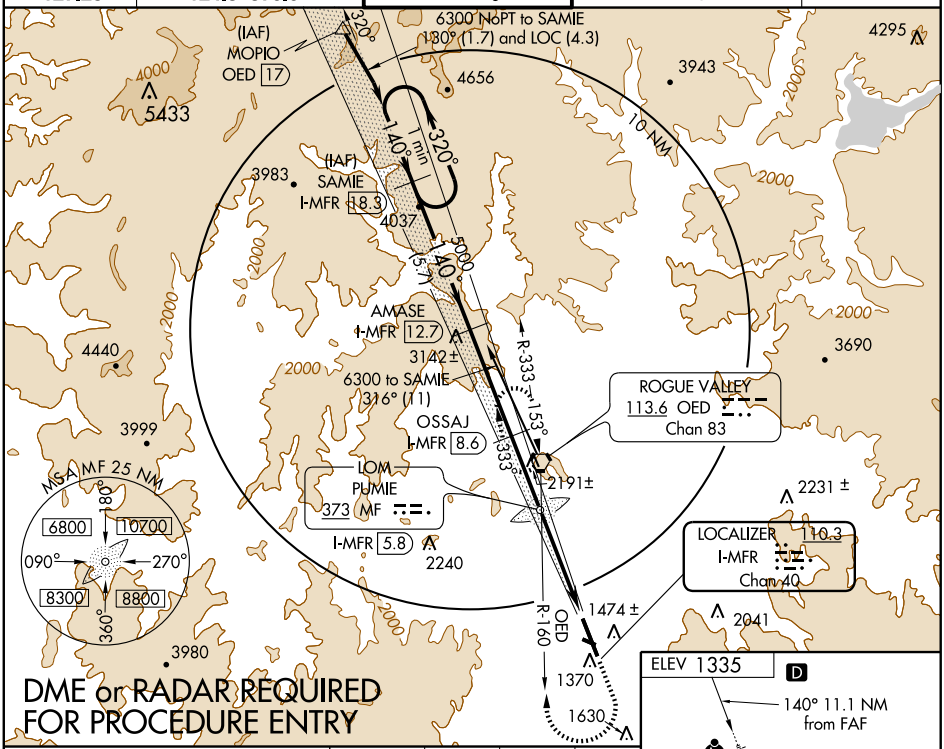
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

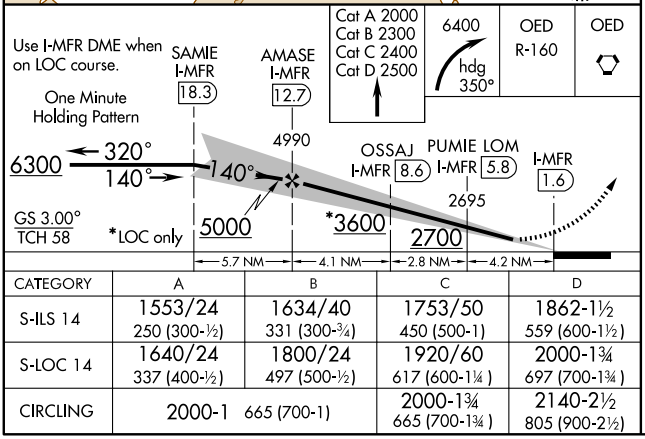
For inoperative MALSR, increase S-ILS 14 CAT B visibility to RVR 6000, CAT C visibility to 1½ mile, and CAT D visibility to 2 miles.

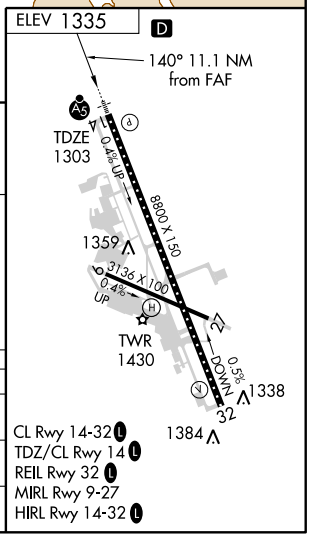
MALSR

MISSED APPROACH: Cat A climb to 2000; Cat B climb to 2300; Cat C climb to 2400; Cat D climb to 2500, then climbing right turn to 6400 via heading 350° and OED R-160 to OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95



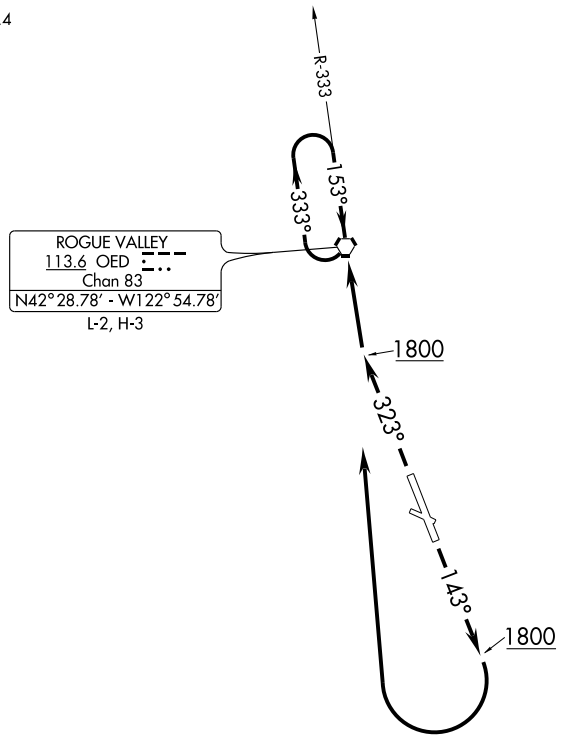




CATEGORY	A	B	C	D
S-ILS 14	1553/24 250 (300-½)	1634/40 331 (300-¾)	1753/50 450 (500-1)	1862-1½ 559 (600-1½)
S-LOC 14	1640/24 337 (400-½)	1800/24 497 (500-½)	1920/60 617 (600-1¼)	2000-1¾ 697 (700-1¾)
CIRCLING	2000-1 665 (700-1)		2000-1¾ 665 (700-1¾)	2140-2½ 805 (900-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 127.25
GND CON
121.8
CASCADE DEP CON ★
124.3 379.9
SEATTLE CENTER
124.85
CTAF 119.4



TAKE-OFF MINIMUMS
Rwy 10, 28, NA- obstacles.
Rwy 14, Standard with minimum climb of 430′ per NM to 4600.
Rwy 32, Standard with minimum climb of 300′ per NM to 6800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 143° to 1800 then right turn, thence. . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1800, thence. . . .

. . . . climb direct OED VORTAC, continue climb in OED VORTAC holding pattern to at or above 7000′ before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

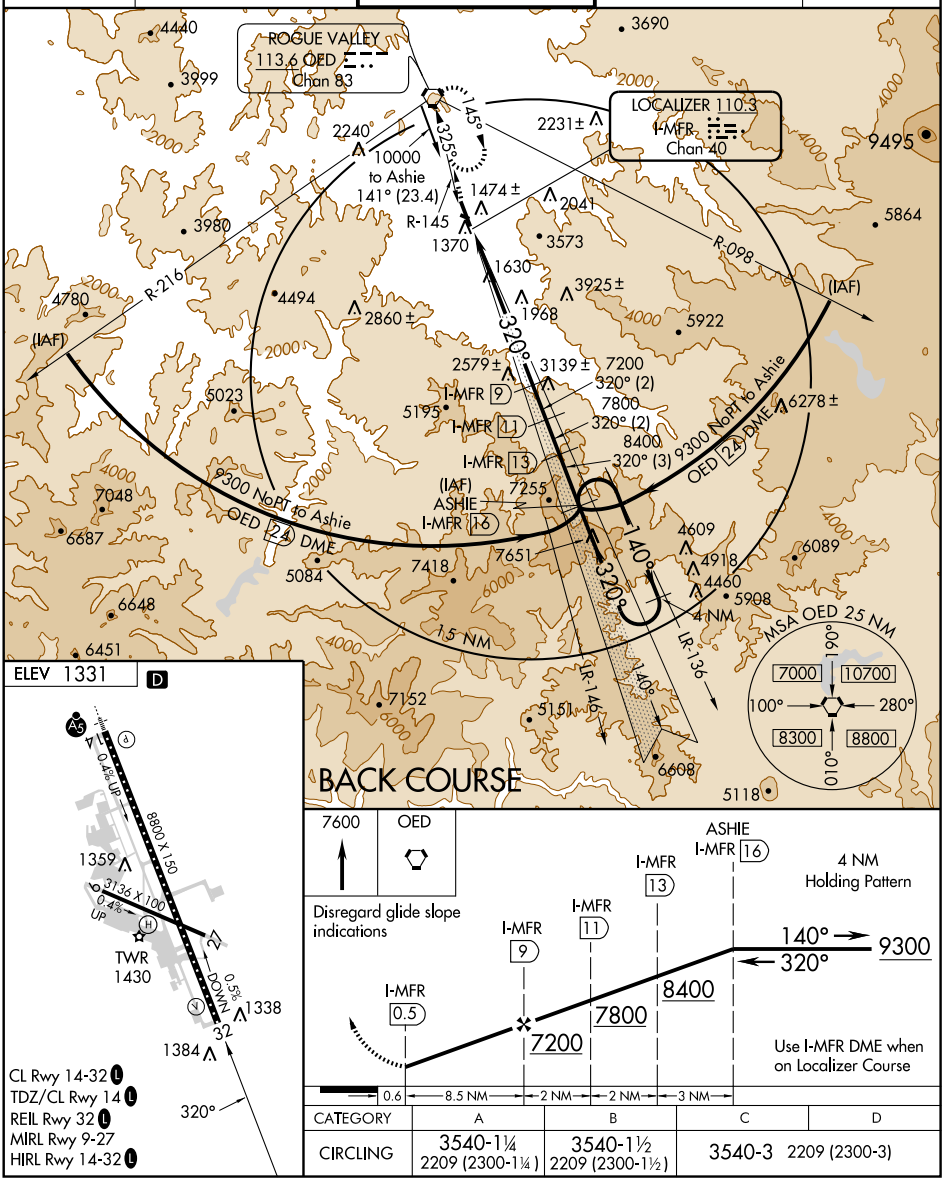
LOC/DME I-MFR	APP CRS	Rwy Idg	N/A
110.3	320°	TDZE	N/A
Chan 40		Apt Elev	1331

LOC/DME BC-B

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	3540-1¼ 2209 (2300-1¼)	3540-1½ 2209 (2300-1½)	3540-3 2209 (2300-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	N/A
325°	TDZE	N/A
	Apt Elev	1335

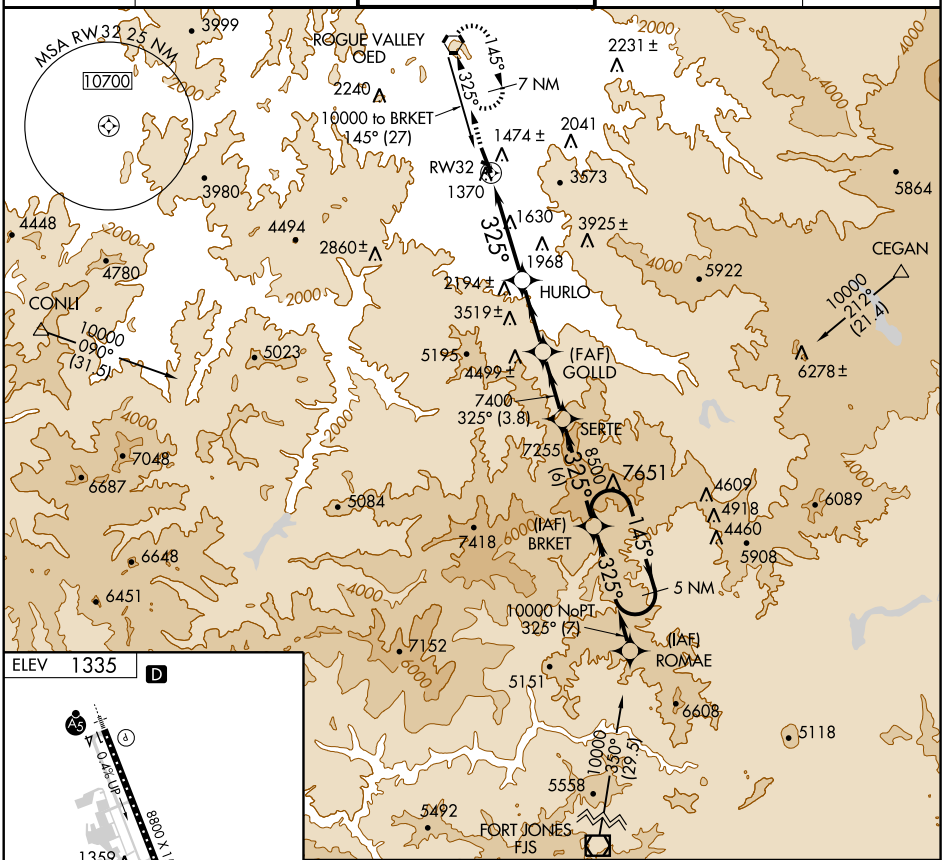
RNAV (GPS)-D

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 7800 direct OED VORTAC and hold, continue climb-in-hold to 7800.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 2265 (2300-1¼)	3600-1½ 2265 (2300-1½)	3600-3 2265 (2300-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 14

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

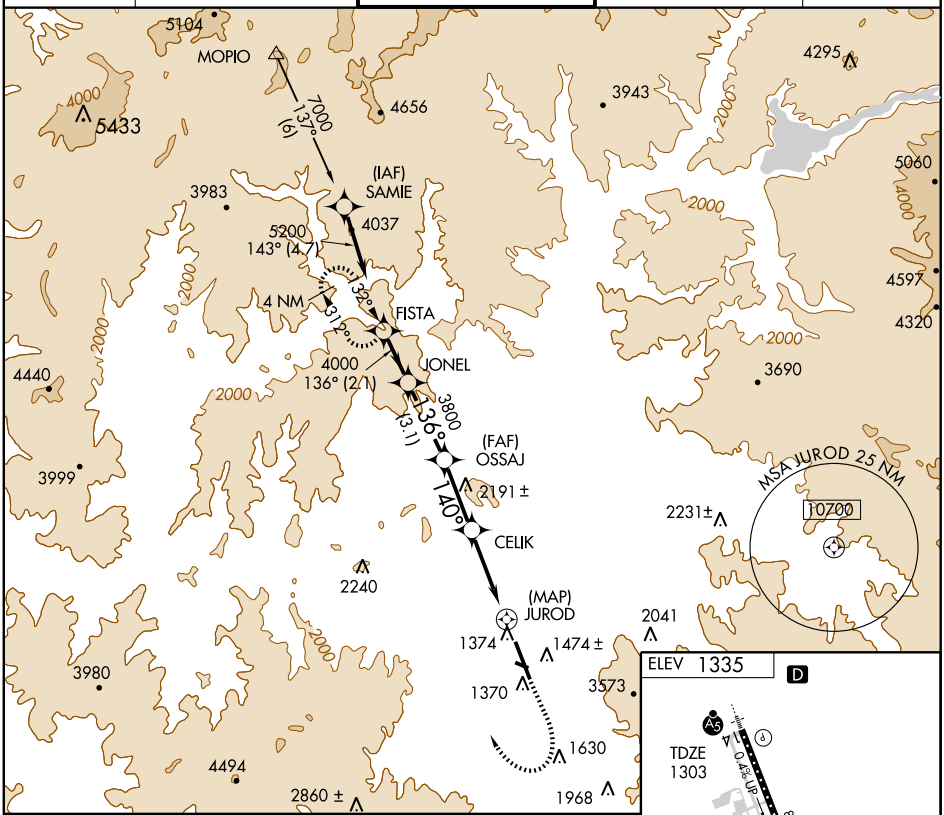
APP CRS	Rwy ldg	8800
140°	TDZE	1303
	Apt Elev	1335

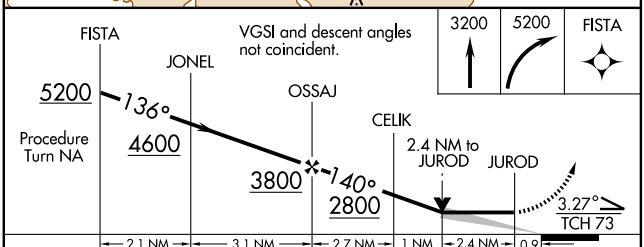
DME/DME RNP- 0.3 NA.

MALSR

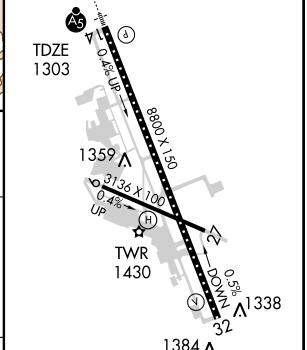
MISSED APPROACH: Climb to 3200 then climbing right turn to 5200 direct FISTA WP and hold.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	2400/40 1097 (1100-¾)	2400/50 1097 (1100-1)	2400-2½ 1097 (1100-2½)	
CIRCLING	2400-1¼ 1065 (1100-1¼)	2400-1½ 1065 (1100-1½)	2400-3 1065 (1100-3)	



CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OED	APP CRS	Rwy Idg	N/A
113.6	146°	TDZE	N/A
Chan 83		Apt Elev	1335

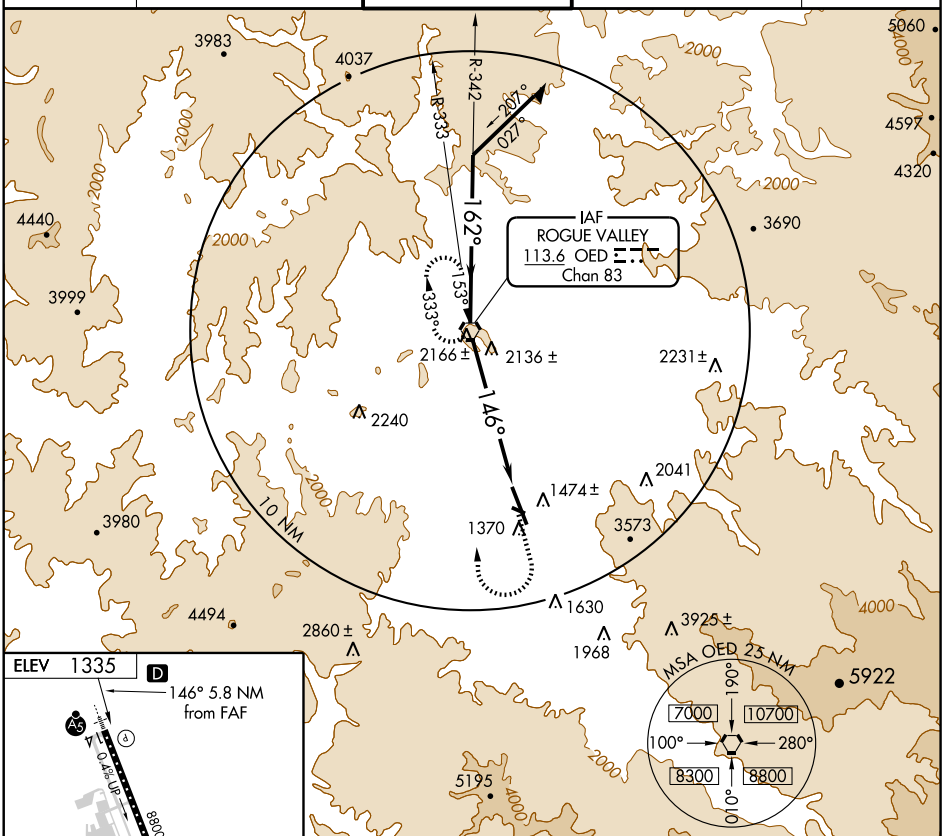
VOR-A

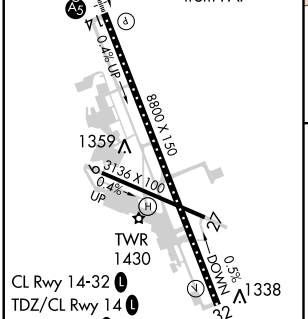
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

T A If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

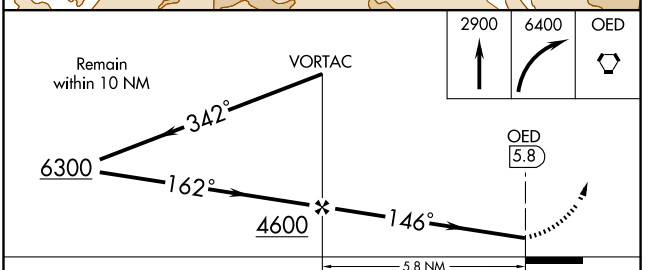
ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3 1345 (1400-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

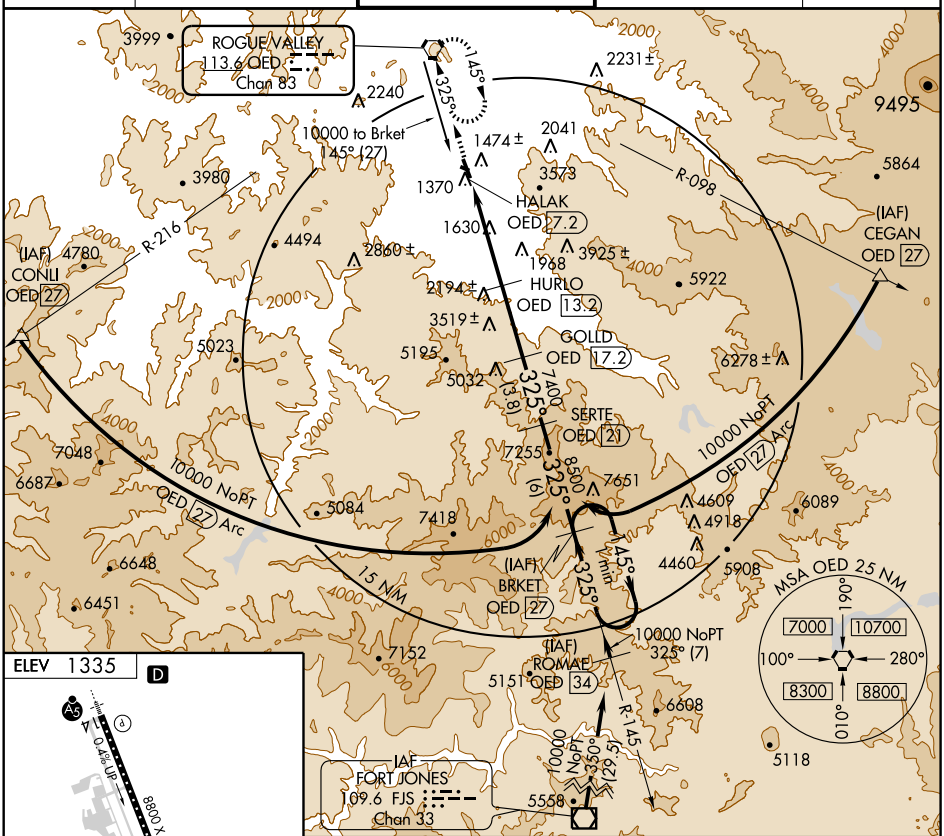
VORTAC OED	APP CRS	Rwy Idg	N/A
113.6	325°	TDZE	N/A
Chan 83		Apt Elev	1335

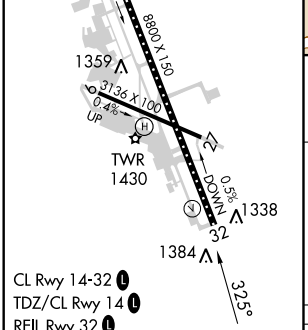
VOR/DME-C

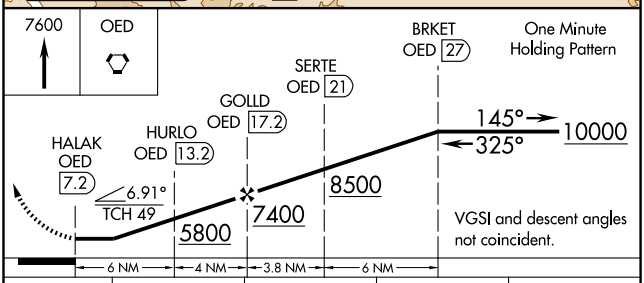
MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS	CASCADE APP CON★	MEDFORD TOWER★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95







CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 2265 (2300-1¼)	3600-1½ 2265 (2300-1½)	3600-3 2265 (2300-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OED	APP CRS	Rwy Idg	8800
113.6	146°	TDZE	1303
Chan 83		Apt Elev	1335

VOR/DME RWY 14

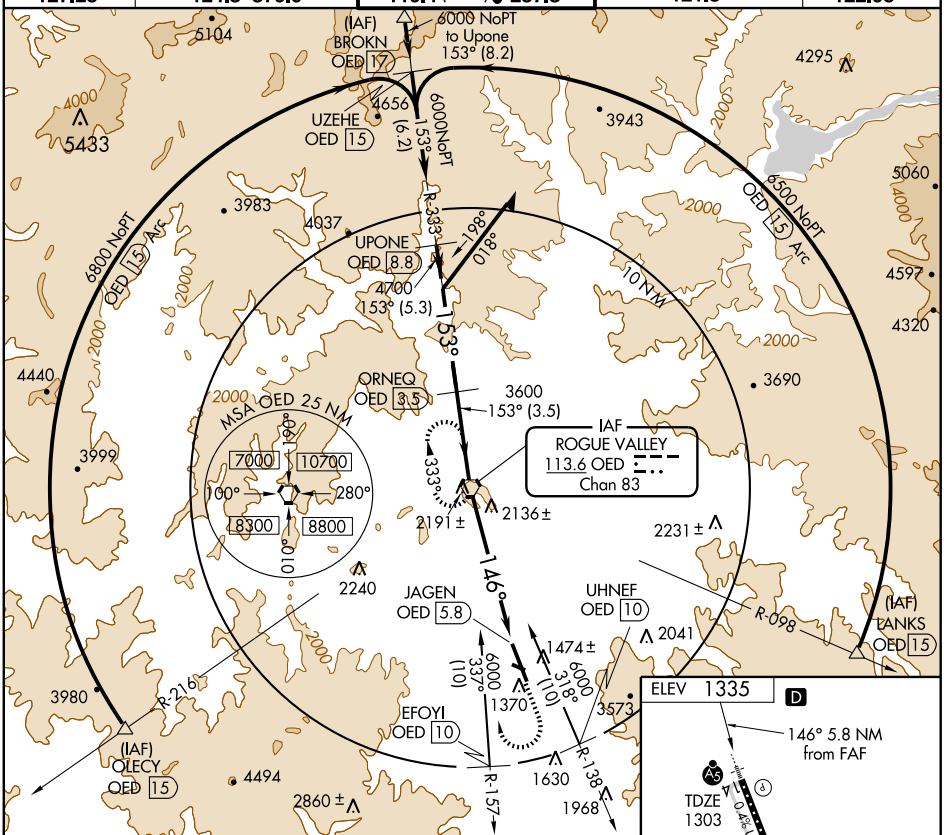
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

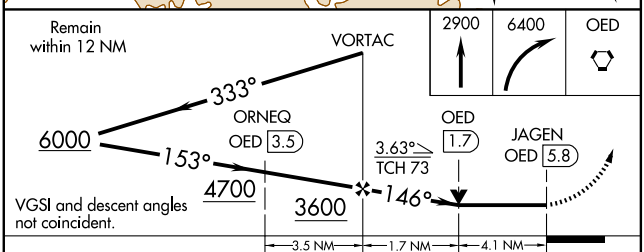
T A Inoperative table does not apply to S-14 CAT A. For inoperative MALSR increase S-14 CAT B visibility to 1½.

MALSR

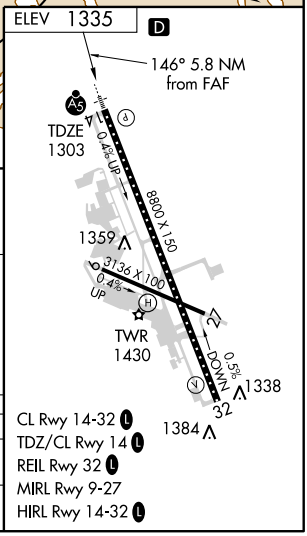
MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS	CASCADE APP CON ★	MEDFORD TOWER ★	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) L 257.8	121.8	122.95





CATEGORY	A	B	C	D
S-14	2680/60 1377 (1400-1¼)		2680-2½ 1377 (1400-2½)	
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3 1345 (1400-3)	



CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
MIRL Rwy 9-27
HIRL Rwy 14-32 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

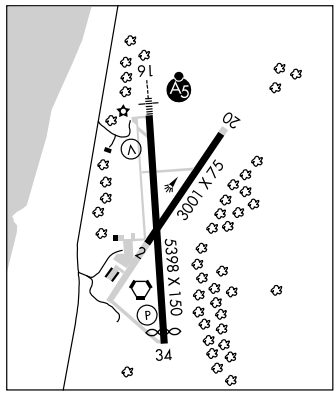
NEWBERG N45°21.19′ W122°58.69′. NOTAM FILE MMV. SEATTLE
(H) VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State. 1440/21E. HIWAS. H–1B, L–1B
RCO 122.45 (MC MINNVILLE RADIO)

NEWBERG

CHEHALEM AIRPARK (17S) 4 N UTC−8(−7DT) N45°19.42′ W123°03.26′ SEATTLE
190 S4 FUEL 100LL, JET A NOTAM FILE MMV
RWY 07–25: H2285X40 (ASPH) RWY LGTS(NSTD)
RWY 07: Thld dsplcd 300′. P–line. RWY 25: Tree.
AIRPORT REMARKS: Attended 1600–0200Z‡. Rwy 25 has noise abatement procedures in effect for more information ctc aprt manager 503–537–0108. Rwy 07–25 NSTD basic markings, NSTD size, rwy edge strips. Rwy 07 dsplcd thld NSTD markings, NSTD size. Rwy 07–25 NSTD green thld lgts at W end only; no thld lgts on E end; 300′ dsplcd thld unlgtd.
COMMUNICATIONS: CTAF 122.9

SPORTSMAN AIRPARK (2S6) 1 SE UTC−8(−7DT) N45°17.74′ W122°57.32′ SEATTLE
181 S4 FUEL 100LL, JET A NOTAM FILE MMV
RWY 17–35: H2755X50 (ASPH) S–30 LIRL
RWY 17: Thld dsplcd 369′. Tree. RWY 35: Thld dsplcd 315′. Brush. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. Arpt lgts opr sunset–0800Z‡. For LIRL Rwy 17–35 after 0800Z‡ phone 503–538–2134. Rwy 17–35 alligator cracks, dips, patch work in poor condition and edge cracks, needs joint sealing.
COMMUNICATIONS: CTAF 122.9
PORTLAND CLNC DEL 126.0

NEWPORT MUNI (ONP) 3 S UTC−8(−7DT) N44°34.82′ W124°03.48′ SEATTLE
181 B FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE ONP H–1B, L–1B
RWY 16–34: H5398X150 (ASPH) S–75, D–120, 2S–152, 2D–170 HIRL IAP
RWY 16: MALSR. VASI(V4R)—GA 3.0° TCH 50′. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 300′.
RWY 02–20: H3001X75 (ASPH) S–33, D–50, 2D–84
MIRL 1.0% up NE
RWY 02: Ground. RWY 20: Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 16:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398
RWY 20:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 34:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398

AIRPORT REMARKS: Attended 1600–0100Z‡. For fuel after hours call 541–867–3655 or 541–961–9725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 541–867–7422. ACTIVATE MALSR Rwy 16, MIRL Rwy 02–20, HIRL Rwy 16–34, and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.9 (541)–867–4175.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 125.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.
(H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ at fld. 150/19E.
VORTAC unusable:
342°–007° byd 35 NM blo 5,000′ 112°–132° byd 35 NM blo 8,000′
007°–047° byd 35 NM blo 6,000′ 132°–162° byd 35 NM blo 5,000′
057°–112° byd 35 NM blo 7,000′
AGGET NDB (LOM) 350 ON N44°40.56′ W124°03.92′ 158° 5.8 NM to fld. Unusable 360°–150°
ILS 111.5 I–ONP Rwy 16. LOM AGGET NDB. LOM unusable 360°–150°

NORTH BEND N43°24.93′ W124°10.11′ NOTAM FILE OTH KLAMATH FALLS
(L) VORTACW 112.1 OTH Chan 58 253° 3.4 NM to Southwest Oregon Rgnl. 707/18E. HIWAS. L–1A
VORTAC unusable:
012°–087° byd 30 NM blo 5000′.
RCO 122.4 (MC MINNVILLE RADIO)

LOC I-ONP	APP CRS	Rwy Idg	5398
111.5	158°	TDZE	151
		Apt Elev	160

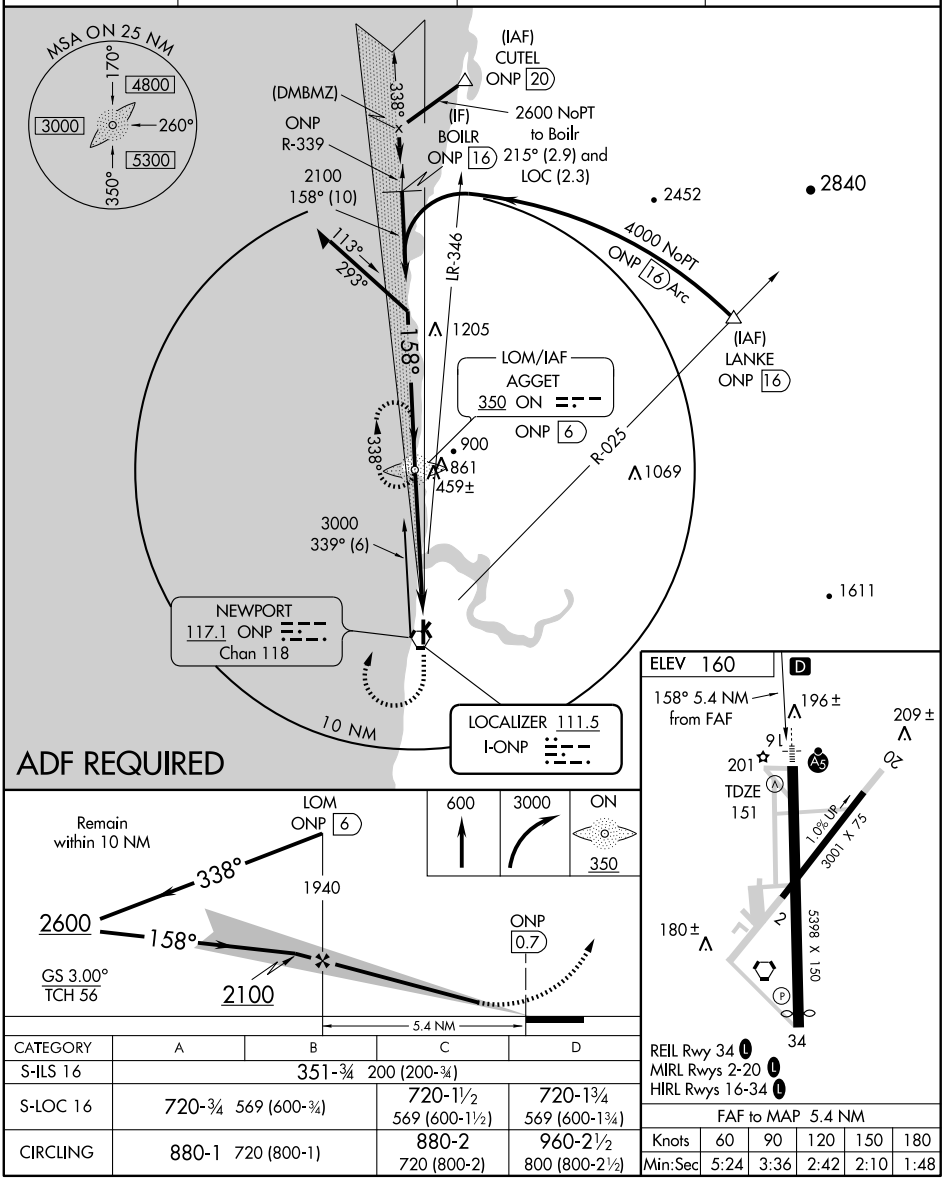
ILS or LOC RWY 16
NEWPORT MUNI (ONP)

T
A NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct AGGET LOM/ONP 6 DME and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 16	351-¾ 200 (200-¾)			
S-LOC 16	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)	720-1¾ 569 (600-1¾)
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)	960-2½ 800 (800-2½)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 16

NEWPORT MUNI (ONP)

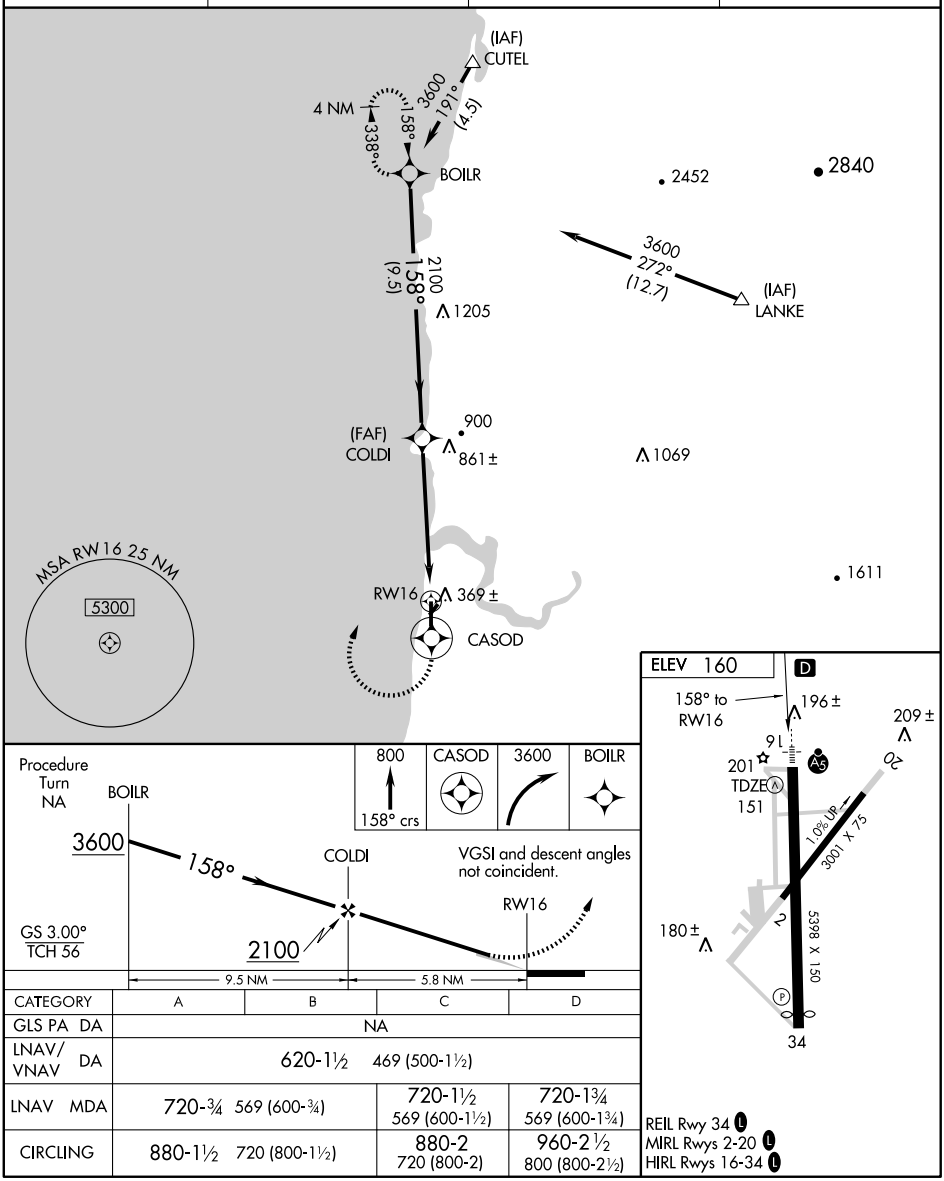
APP CRS	Rwy Idg	5398
158°	TDZE	151
	Apt Elev	160

T NA — Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).

MALSR

MISSED APPROACH: Climb to 800 via 158° course to CASOD WP then climbing right to 3600 direct BOILR WP and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	620-1½ 469 (500-1½)			
LNAV MDA	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)	720-1¾ 569 (600-1¾)
CIRCLING	880-1½ 720 (800-1½)		880-2 720 (800-2)	960-2½ 800 (800-2½)

REIL Rwy 34 L
MIRL Rwys 2-20 L
HIRL Rwys 16-34 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 34

NEWPORT MUNI (ONP)

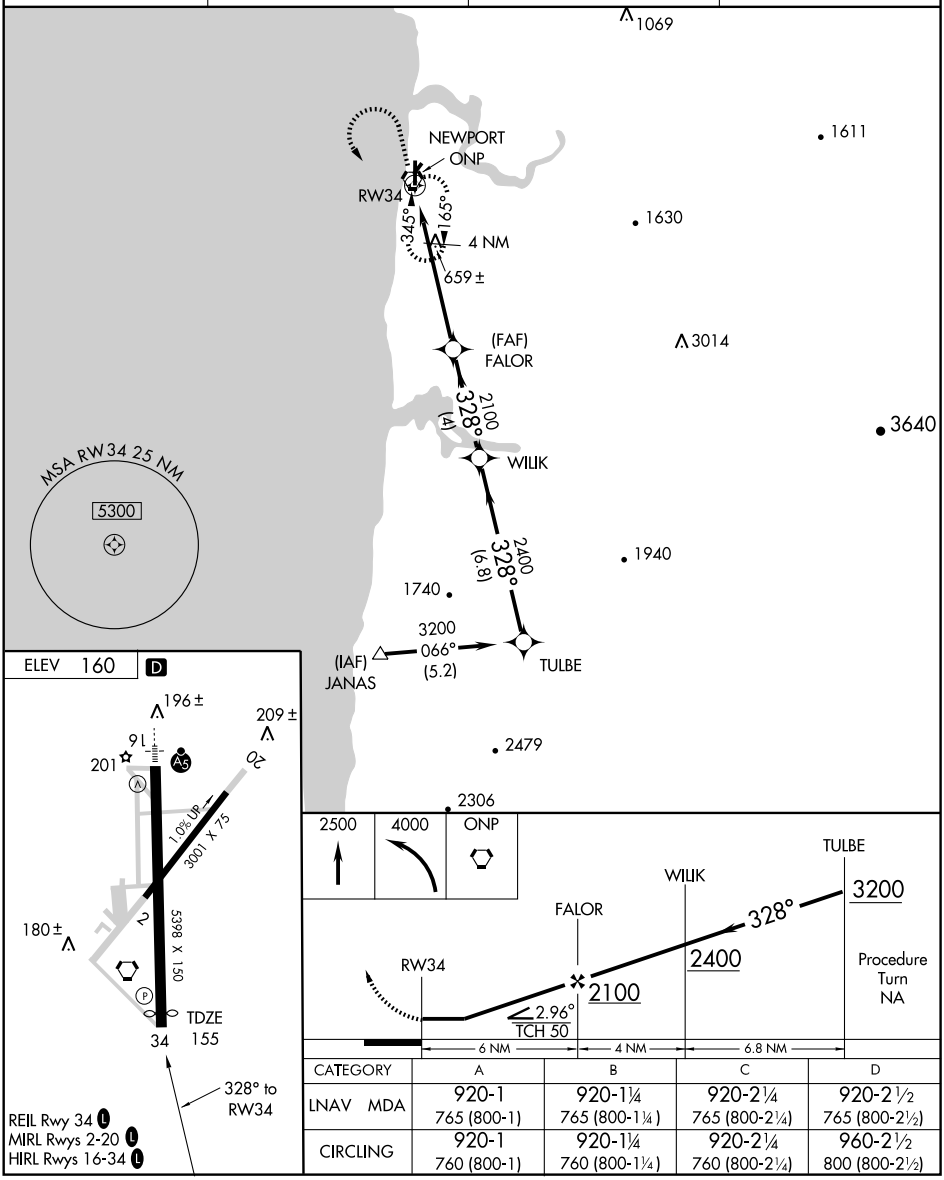
APP CRS	Rwy Idg	5098
328°	TDZE	155
	Apt Elev	160

T
A NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

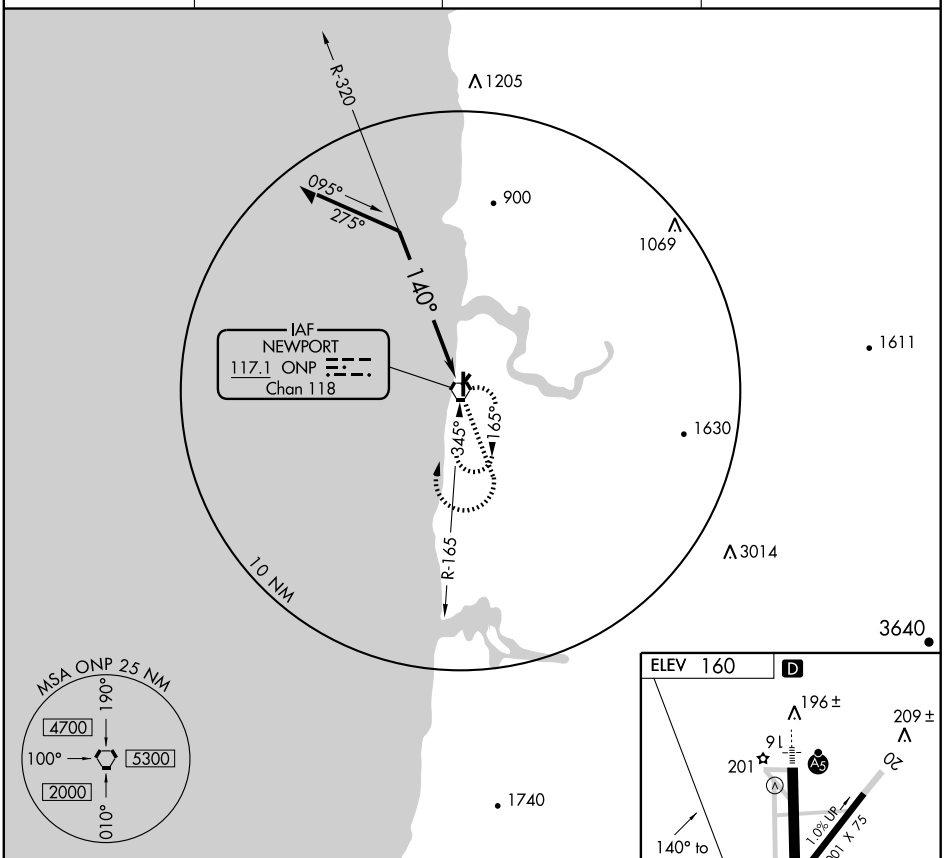
VORTAC ONP 117.1 Chan 118	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 160

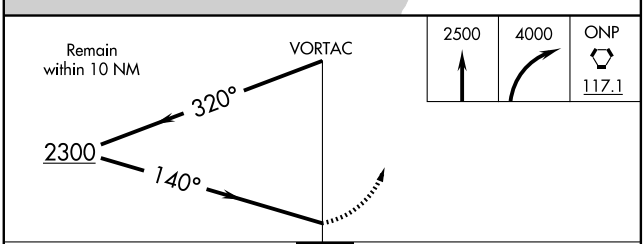
VOR-A
NEWPORT MUNI (ONP)

T
NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1000 (1000-1¼)	1160-1½ 1000 (1000-1½)	1160-3 1000 (1000-3)	

REIL Rwy 34 L
MIRL Rwys 2-20 L
HIRL Rwys 16-34 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC ONP 117.1 Chan 118	APP CRS 166°	Rwy Idg 5398 TDZE 151 Apt Elev 160

VOR/DME RWY 16

NEWPORT MUNI (ONP)

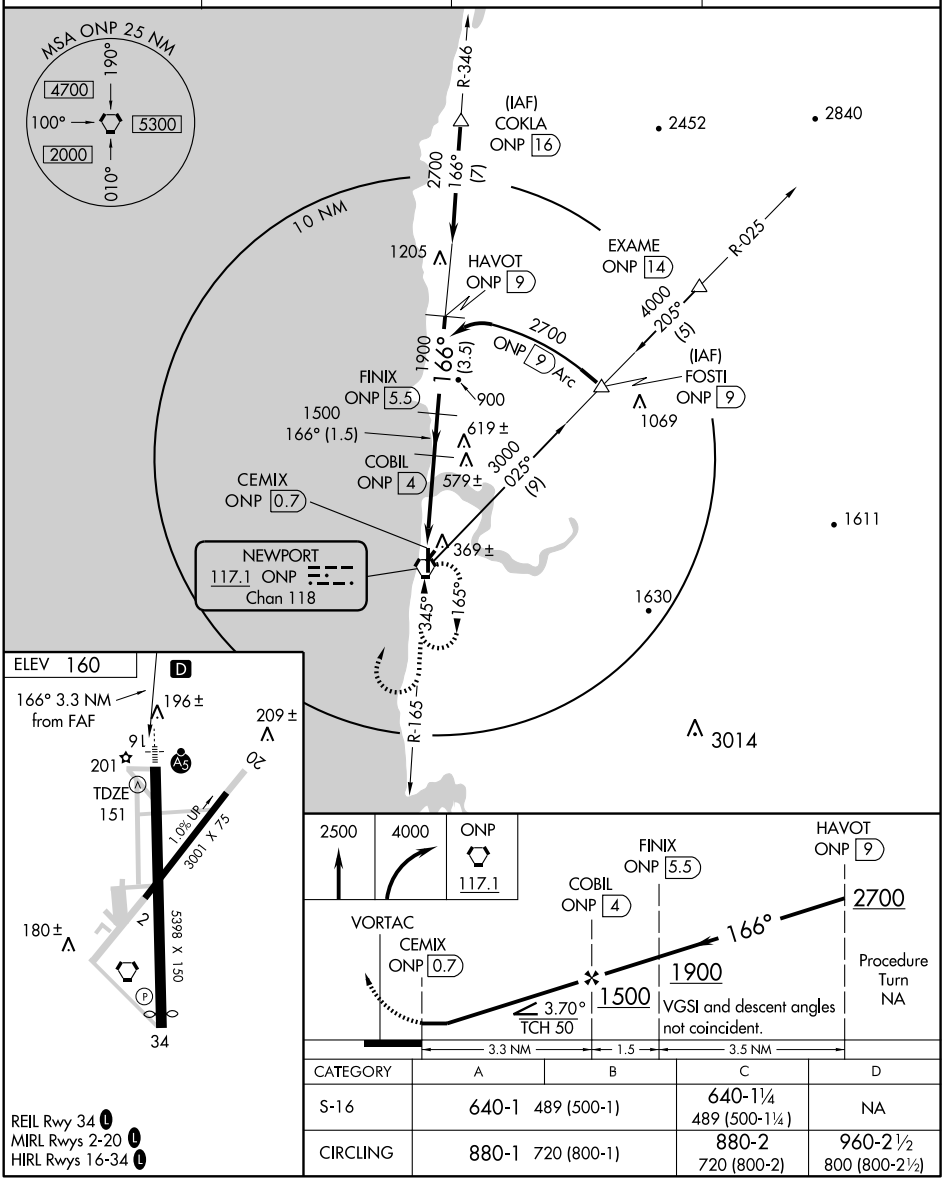
T NA Inoperative table does not apply to MALSF Rwy 16.

MALSR

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L

NW-1, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-16	640-1 489 (500-1)		640-1¼ 489 (500-1¼)	NA
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)	960-2½ 800 (800-2½)

REIL Rwy 34 L
MIRL Rwys 2-20 L
HIRL Rwys 16-34 L

VOR/DME RWY 34

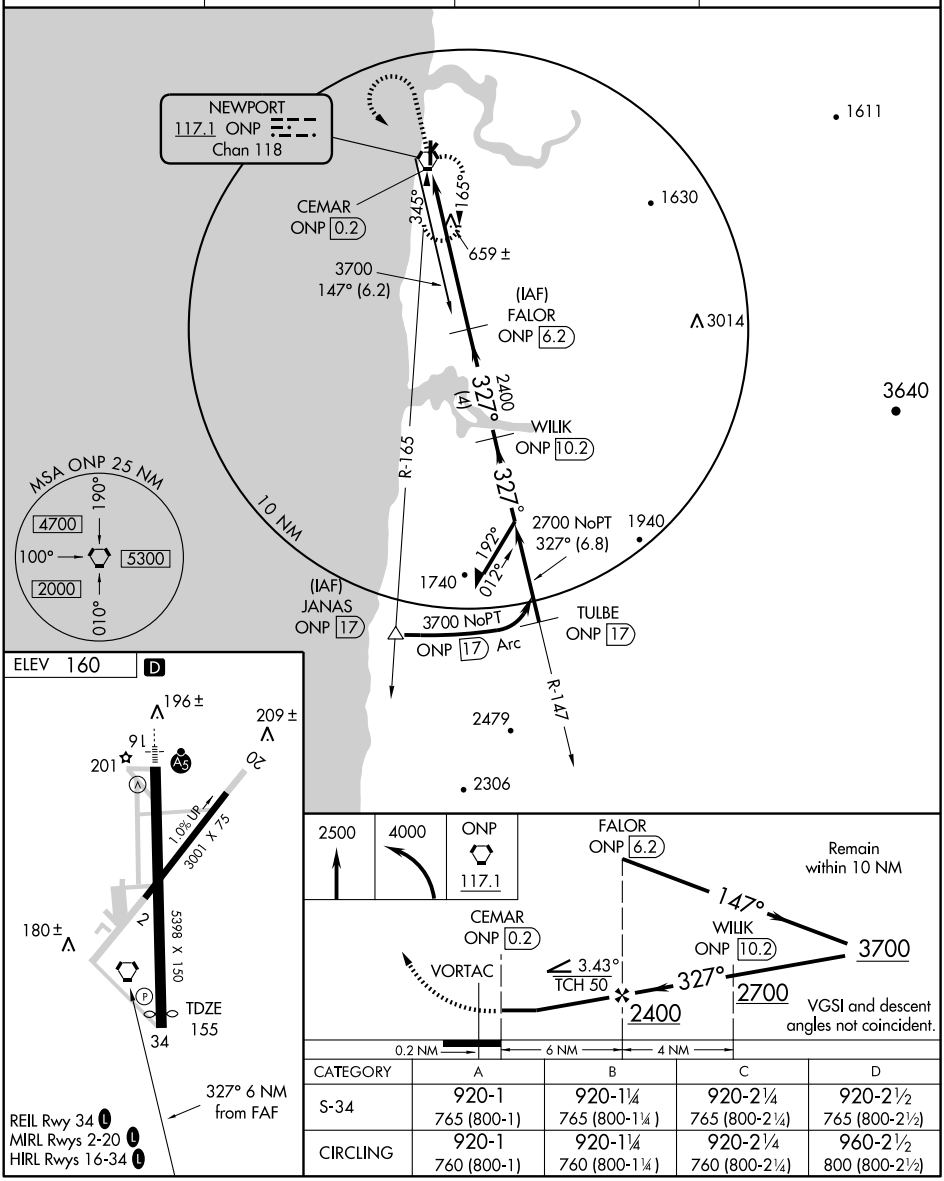
NEWPORT MUNI (ONP)

VORTAC ONP 117.1 Chan 118	APP CRS 327°	Rwy Idg 5098 TDZE 155 Apt Elev 160

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct ONP VORTAC and hold.

AWOS-3	SEATTLE CENTER	MCMINNVILLE RADIO	UNICOM
133.9	125.8 291.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

AL-929 (FAA)

NORTH BEND, OREGON

AWOS-3
135.075
NORTH BEND TOWER ★
118.45
GND CON
127.1

D

43°26′N

RWY 04-22
S-106, D-113, 2S-143, 2D-190
RWY 13-31
S-90, D-100, 2S-127, 2D-100

207

ELEV 13

22

13

224.6°

C1

C2

ELEV 13

5980 X 150

C3

C4

C5

044.6°

ELEV 16

TWR

133.5°

A1

A2

A3

A4

4470 X 150

313.5°

COMMERCIAL RAMP

GENERAL AVIATION

US COAST GUARD

FIELD ELEV 17

43°25′N

VAR 16.1° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1°W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

43°24′N

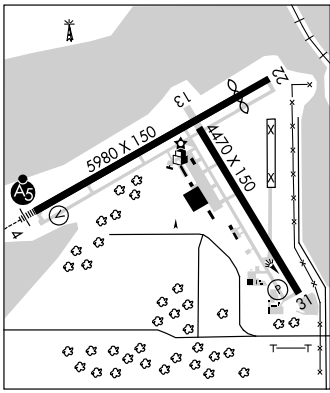
124°15′W

124°14′W

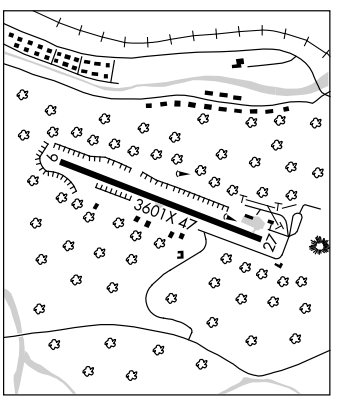
NW-1, 23 SEP 2010 to 21 OCT 2010

NORTH BEND

SOUTHWEST OREGON RGNL (OTH) 1 NW UTC−8(−7DT) N43°25.02′ W124°14.82′ **KLAMATH FALLS**
17 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE OTH **H–1B, L–1A**
RWY 04–22: H5980X150 (ASPH–PFC–GRVD) S–106, D–113, 2S–143, 2D–190 HIRL **IAP, AD**
RWY 04: MALSR. REIL. VASI (V4R)—GA 3.0° TCH 38′. Boat.
RWY 22: Thld dsplcd 660′. Ship.
RWY 13–31: H4470X150 (ASPH–GRVD) S–90, D–100, 2S–175, 2D–100 MIRL
RWY 13: REIL. Ship.
RWY 31: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Road. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5321 TODA–5321 ASDA–5321 LDA–5321
RWY 22: TORA–6000 TODA–6000 ASDA–6000 LDA–5321
AIRPORT REMARKS: Attended continuously. Services avbl 1600–0100Z‡, for services after hours call 541–756–5181 or 541–756–6903. Migratory flocks of waterfowl on and in vicinity of arpt. PAEW invof rwys and twys 1530–2330Z‡. Ship channel crosses Rwy 04 approximately ⅔ mile from thld, crosses Rwy 13 and Rwy 22 approximately 1000′ to 1700′ from thld, mast heights to 140′. Landing fee. Non–commercial landing fee for all acft over 12,500 lbs. ACTIVATE MALSR Rwy 04–CTAF. HIRL Rwy 04–22 and MIRL Rwy 13–31 opr continuously at night.
WEATHER DATA SOURCES: AWOS–3 135.075 (541) 756–0135.
HIWAS 112.1 OTH.
COMMUNICATIONS: CTAF 118.45
NORTH BEND RCO 122.4 (Mc MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 121.4
NORTH BEND TOWER 118.45 (1500–0500Z‡) **GND** 127.1
AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.
NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 253° 3.4 NM to fld. 707/18E. **HIWAS.**
EMIRE NDB (LOM) 378 OT N43°23.67′ W124°18.62′ 046° 3.1 NM to fld.
NDB unusable 360°–165° byd 10 NM.
ILS 108.5 I–OTH Rwy 04. LOM EMIRE NDB.



OAKRIDGE STATE (5SØ) 1 W UTC−8(−7DT) N43°45.16′ W122°30.15′ **KLAMATH FALLS**
1393 TPA—2393(1000) NOTAM FILE MMV **L–1A**
RWY 09–27: H3610X47 (ASPH)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. US Forest Service helicopters active in vicinity of arpt during fire season. Deer and elk on and invof arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.
EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25′ W123°13.37′ 105° 38.3 NM to fld. 364/20E. **HIWAS.**



LOC I-OTH	APP CRS	Rwy Idg	5321
108.5	043°	TDZE	16
		Apt Elev	17

COPTER ILS or LOC RWY 4

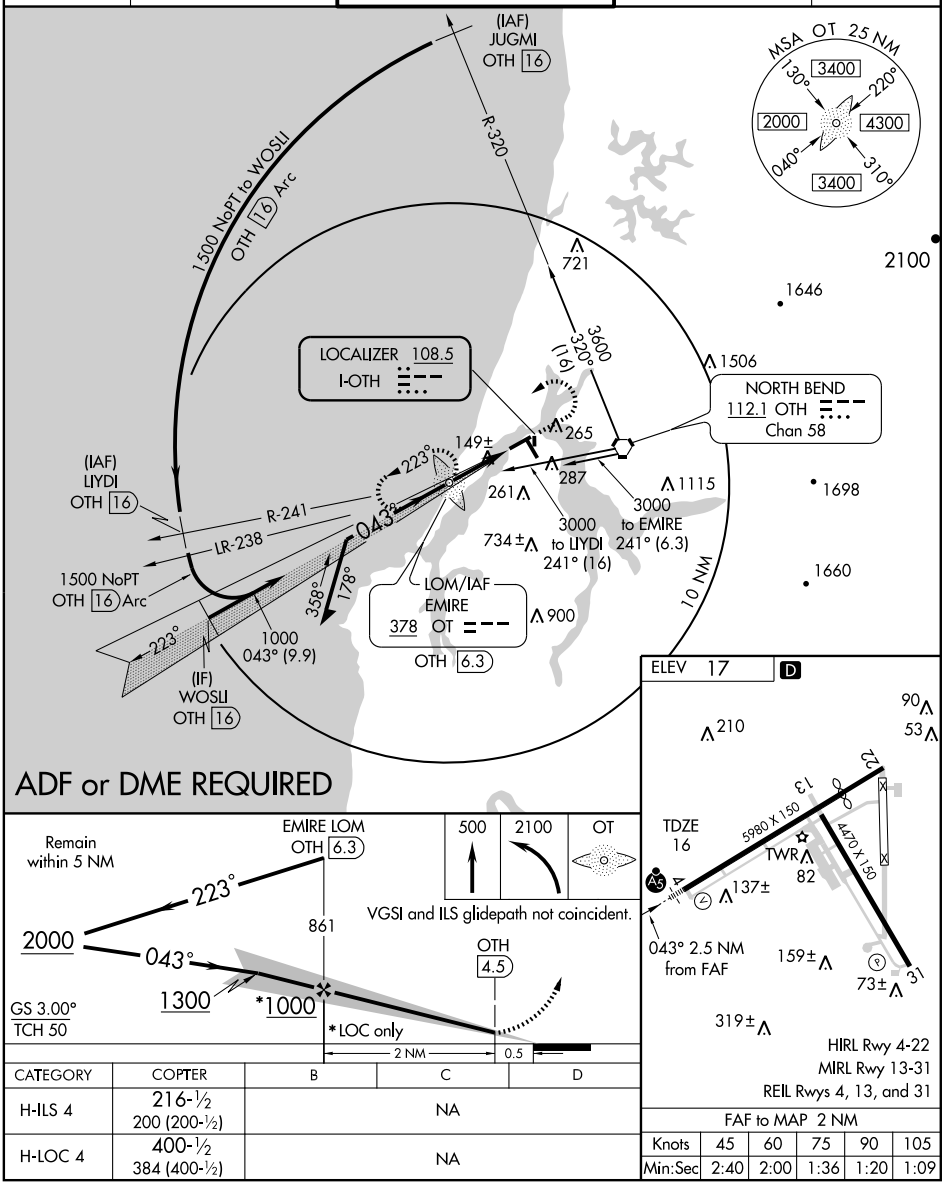
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

ADF required.
If local altimeter setting not received, procedure NA.
US Coast Guard use only.

MALSR

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 direct EMIRE LOM and hold, continue climb-in-hold to 2100.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1



CATEGORY	COPTER	B	C	D
H-ILS 4	216-½ 200 (200-½)	NA		
H-LOC 4	400-½ 384 (400-½)	NA		

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

FAF to MAP 2 NM					
Knots	45	60	75	90	105
Min:Sec	2:40	2:00	1:36	1:20	1:09

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-OTH	APP CRS	Rwy Idg	5321
108.5	043°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 4

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

Circling to Rwy 22 NA at night.
For inoperative MALSR, increase S-ILS 4 visibility to 1 mile all Cats. ADF required.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2300 direct EMIRE LOM and hold, continue climb-in-hold to 2300.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER *	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

ALTERNATE MISSED APCH FIX
NORTH BEND OTH 112.1 Chan 58
R-254 074° 254°

2600 NoPT
OTH 16 Arc

(IAF) RARES OTH 16

R-005

721

*Missed approach requires a minimum climb of 271 feet per NM to 1200.

LOCALIZER 108.5 I-OTH

3000 to LOM 241° (6.3)

NORTH BEND 112.1 OTH Chan 58

265

287

1115

LEAST OTH 8.8

223° 140±

261

1300 to LEAST 043° (7.4)

043°

1000 043° (2.5)

734±

LOM/IAF EMIRE 378 OT

OTH 6.3

900

LR-238

(IF) MITUE OTH 16

R-230

223°

LR-222

358° 178°

10 NM

MSA OT 25 NM
130° 3400
220°
2000
4300
040°
310°
3400

ENROUTE FACILITIES

2400 NoPT
OTH 16 Arc

(IAF) LUPCI OTH 16

R-164

ADF OR DME REQUIRED

Remain within 10 NM

EMIRE LOM OTH 6.3

6000

223°

2000

043°

LEAST OTH 8.8

861

1300

1000

GS 3.00°
TCH 51

2.5 NM 2.5 NM

600	2300	OT

ELEV 17 D

210 90 53

TDZE 16

TWR 82

5980 X 150

4470 X 150

22 13 04 31

137±

159±

73±

319±

043° 2.5 NM from FAF

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

CATEGORY	A	B	C	D
S-ILS 4*		216-½ 200 (200-½)		
S-ILS 4		321-½ 305 (400-½)		
S-LOC 4	420-½ 404 (500-½)		420-¾ 404 (500-¾)	
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOM OT	APP CRS	Rwy Idg	5321
378	043°	TDZE	16
		Apt Elev	17

NDB RWY 4

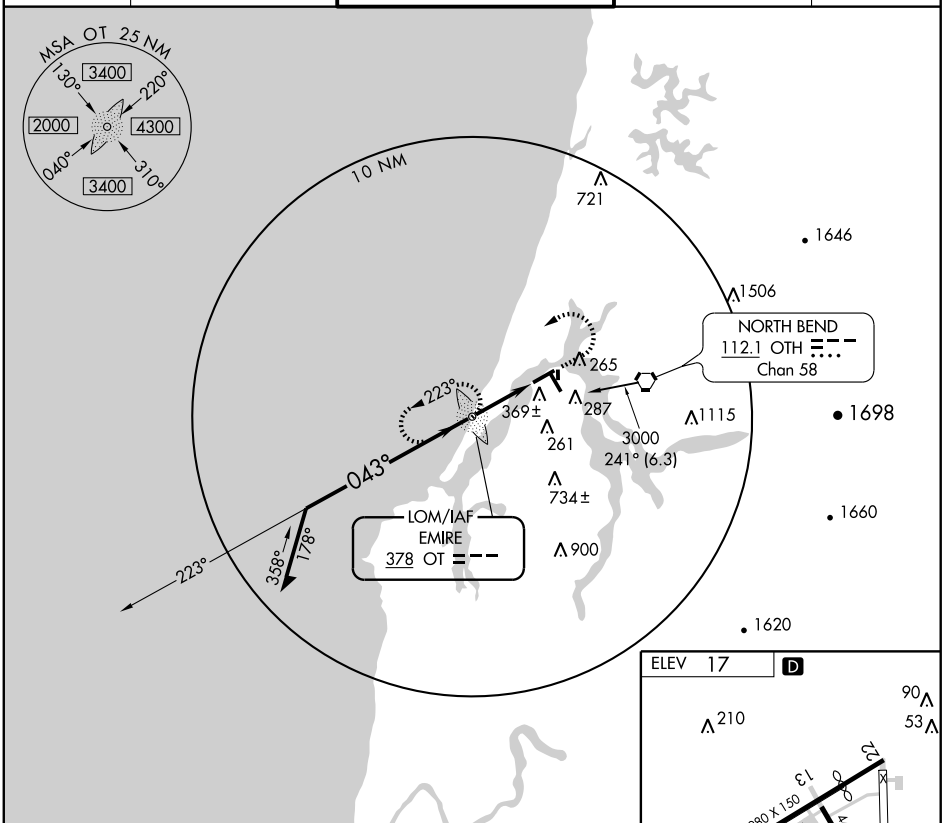
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

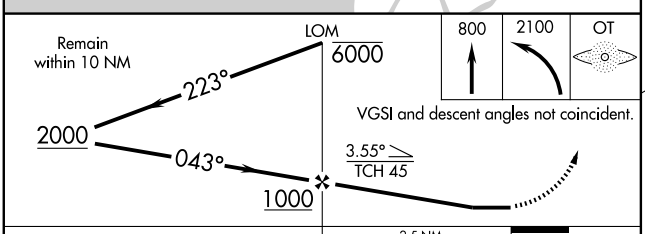
T A Circling to Rwy 22 NA at night.
Visibility reduction by helicopters NA.

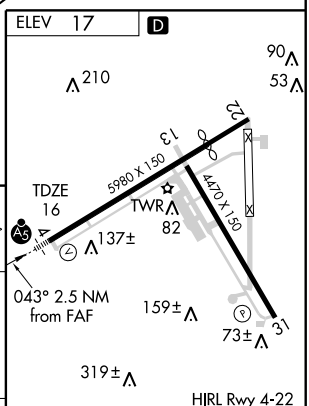
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2100 direct EMIRE LOM and hold, continue climb-in-hold to 2100.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1





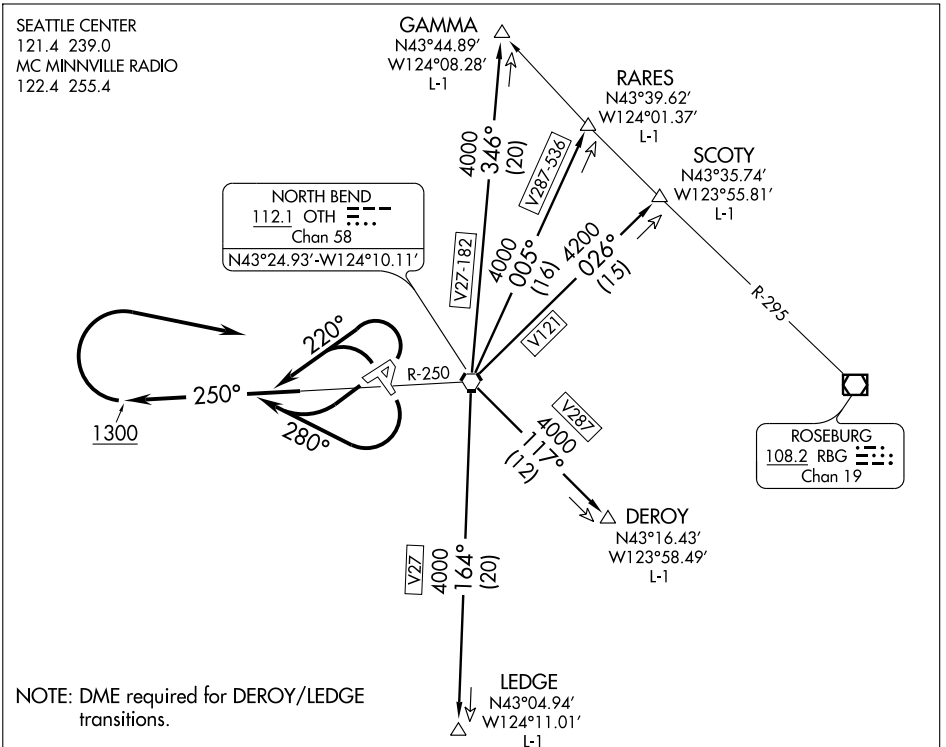


HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

CATEGORY	A	B	C	D
S-4	680-¾ 664 (700-¾)		680-1¼ 664 (700-1¼)	680-1¾ 664 (700-1¾)
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: DME required for DEROY/LEDGE transitions.

TAKE-OFF MINIMUMS

Rwy 4: Standard with minimum climb of 475′ per NM to 1200 or 900-3 with minimum climb of 300′ per NM to 900.
Rwy 13: 400-1 with minimum climb of 330′ per NM to 1200.
Rwy 22: Standard.
Rwy 31: 300-1¾ or Standard with minimum climb of 280′ per NM to 300.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 31: Climbing left turn heading 220° and OTH R-250 thence. . . .
TAKE-OFF RUNWAYS 13, 22: Climbing right turn heading 280° and OTH R-250 thence. . . .

. . . .continue climbing via OTH R-250 to 1300 then right turn direct OTH VORTAC, thence via assigned transition.

DEROY TRANSITION (OTH5.DEROY): From over OTH VORTAC via OTH R-117 to DEROY DME.
GAMMA TRANSITION (OTH5.GAMMA): From over OTH VORTAC via OTH R-346 to GAMMA INT.
LEDGE TRANSITION (OTH5.LEDGE): From over OTH VORTAC via OTH R-164 to LEDGE DME.
RARES TRANSITION (OTH5.RARES): From over OTH VORTAC via OTH R-005 to RARES INT.
SCOTY TRANSITION (OTH5.SCOTY): From over OTH VORTAC via OTH R-026 to SCOTY INT.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

TAKE-OFF OBSTACLE NOTES

Rwy 4: OL on ant. 383′ from DER, 207′ right of centerline, 22′ AGL/35′ MSL.
Ship 1000′ from DER, on centerline, up to 140′ MSL.
OLs on bridge beginning 1886′ from DER, 621′ left of centerline, up to 93′ AGL/93′ MSL.
Bridge beginning 4728′ from DER, 580′ right of centerline, 265′ AGL/265′ MSL.
OLs on bridge beginning 4741′ from DER, 948′ right of centerline, up to 268′ AGL/268′ MSL.
Transmission tower, 5031′ from DER, 677′ right of centerline, 213′ AGL/216′ MSL.
Trees beginning 1.2 NM from DER, 409′ left of centerline, up to 150′ AGL/549′ MSL.
Trees beginning 1.5 NM from DER, 1396′ right of centerline, up to 150′ AGL/629′ MSL.
Bldgs beginning 1.7 NM from DER, 776′ left of centerline, up to 73′ AGL/393′ MSL.

Rwy 13: Bushes beginning 38′ from DER, 175′ left of centerline, up to 16′ AGL/33′ MSL.
Vehicle on road, 193′ from DER, 237′ left of centerline, up to 15′ AGL/30′ MSL.
Bush 193′ from DER, 145′ right of centerline, up to 20′ AGL/37′ MSL.
Trees beginning 346′ from DER, 17′ right of centerline, up to 150′ AGL/349′ MSL.
Bldgs beginning 504′ from DER, 243′ right of centerline, up to 86′ AGL/106′ MSL.
Trees beginning 628′ from DER, 6′ left of centerline, up to 150′ AGL/298′ MSL.
Ant. on bldg 712′ from DER, 554′ right of centerline, up to 51′ AGL/68′ MSL.
Poles beginning 880′ from DER, 13′ right of centerline, up to 136′ AGL/236′ MSL.
Spire 3467′ from DER, 1122′ left of centerline, 55′ AGL/243′ MSL.
Pole 1 NM from DER, 159′ left of centerline, up to 121′ AGL/221′ MSL.

Rwy 22: Ship 4050′ from DER, on centerline, up to 140′ MSL.

Rwy 31: Ship 1000′ from DER, on centerline, up to 140′ MSL.
Trees beginning 5037′ from DER, 15′ left of centerline, up to 92′ AGL/232′ MSL.
Trees beginning 5985′ from DER, 1419′ right of centerline, up to 108′ AGL/188′ MSL.

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5321
CH 82416	043°	TDZE	16
W04A		Apt Elev	17

RNAV (GPS) Y RWY 4

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

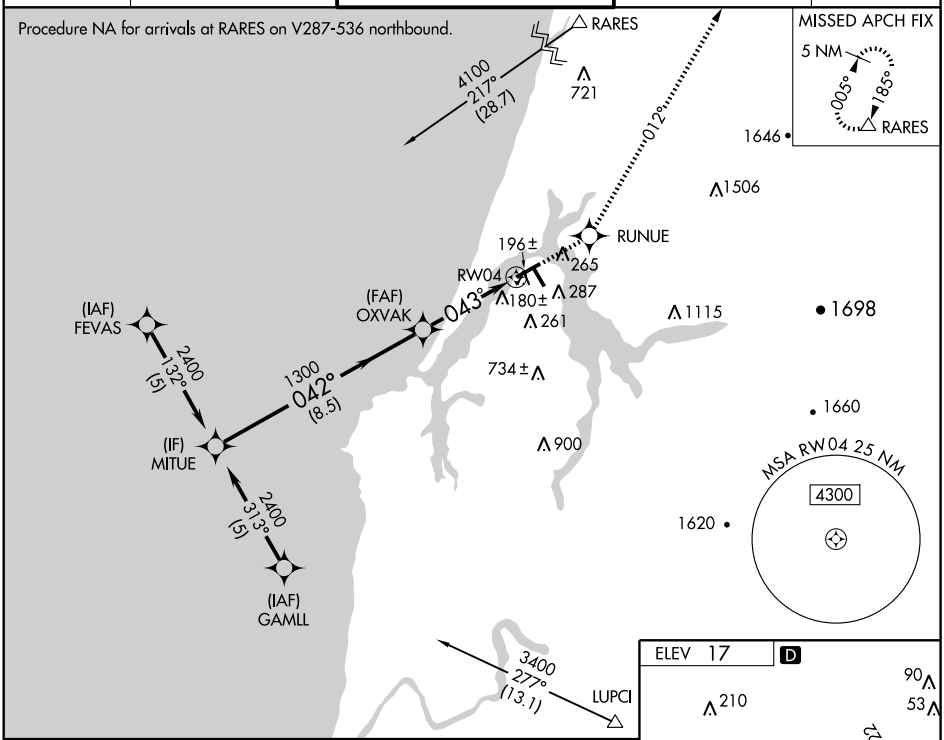
T Circling to Rwy 22 NA at night.
A For inoperative MALSR, increase LPV visibility to 1 mile, all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.

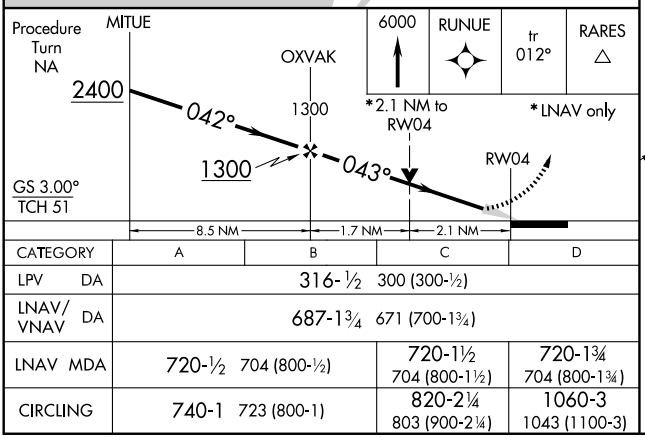
MALSR

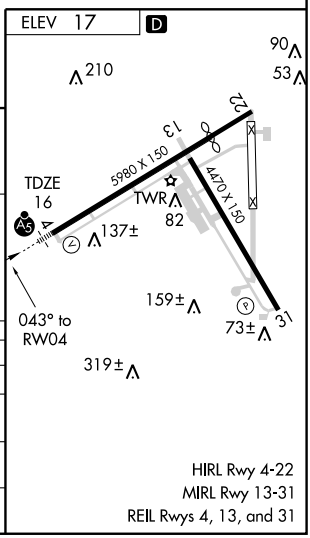
MISSED APPROACH: Climb to 6000 direct RUNUE and on track 012° to RARES and hold, continue climb-in-hold to 6000.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

Procedure NA for arrivals at RARES on V287-536 northbound.







CATEGORY	A	B	C	D
LPV DA	316-½ 300 (300-½)			
LNAV/VNAV DA	687-1¾ 671 (700-1¾)			
LNAV MDA	720-½ 704 (800-½)		720-1½ 704 (800-1½)	720-1¾ 704 (800-1¾)
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5321
043°	TDZE	16
	Apt Elev	17

RNAV (RNP) Z RWY 4

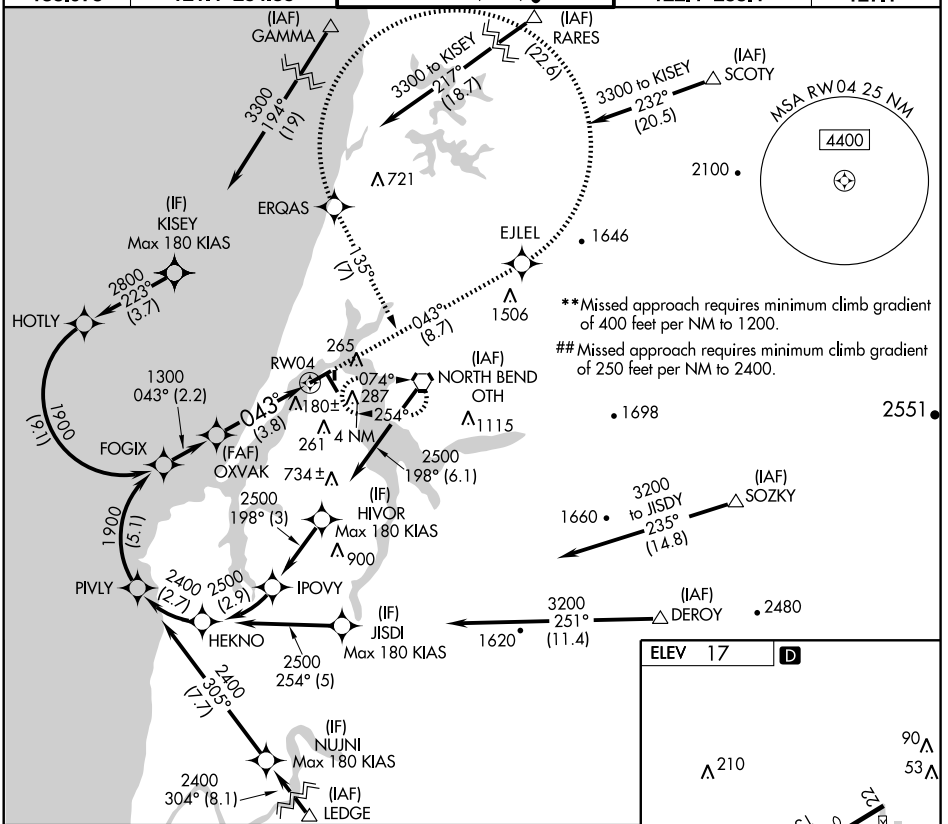
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

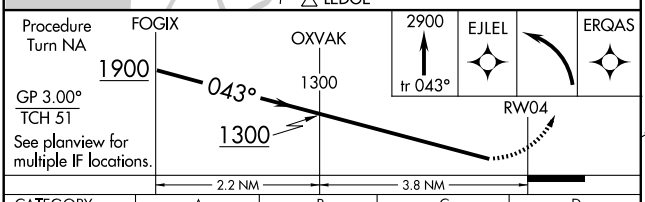
RF and GPS required. When local altimeter not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (118°F). For inoperative MALSR increase RNP 0.11** visibility to 1 mile all Cats. Increase RNP 0.30## visibility to 1¾ miles all Cats. Increase RNP 0.30 visibility to 2 miles all Cats.

MALSR

MISSED APPROACH: Climb to 2900 on track 043° to EJLEL, and via left turn to ERQAS, and on track 135° to OTH VORTAC and hold.

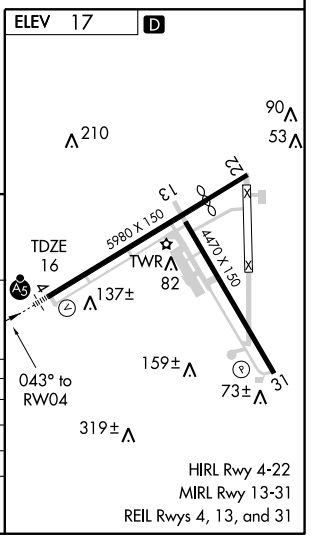
AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER *	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1





CATEGORY	A	B	C	D
RNP 0.11 DA**	279-¾ 263 (300-¾)			
RNP 0.30 DA##	486-1¼ 470 (500-1¼)			
RNP 0.30 DA	584-1½ 568 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OTH 112.1 Chan 58	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 17

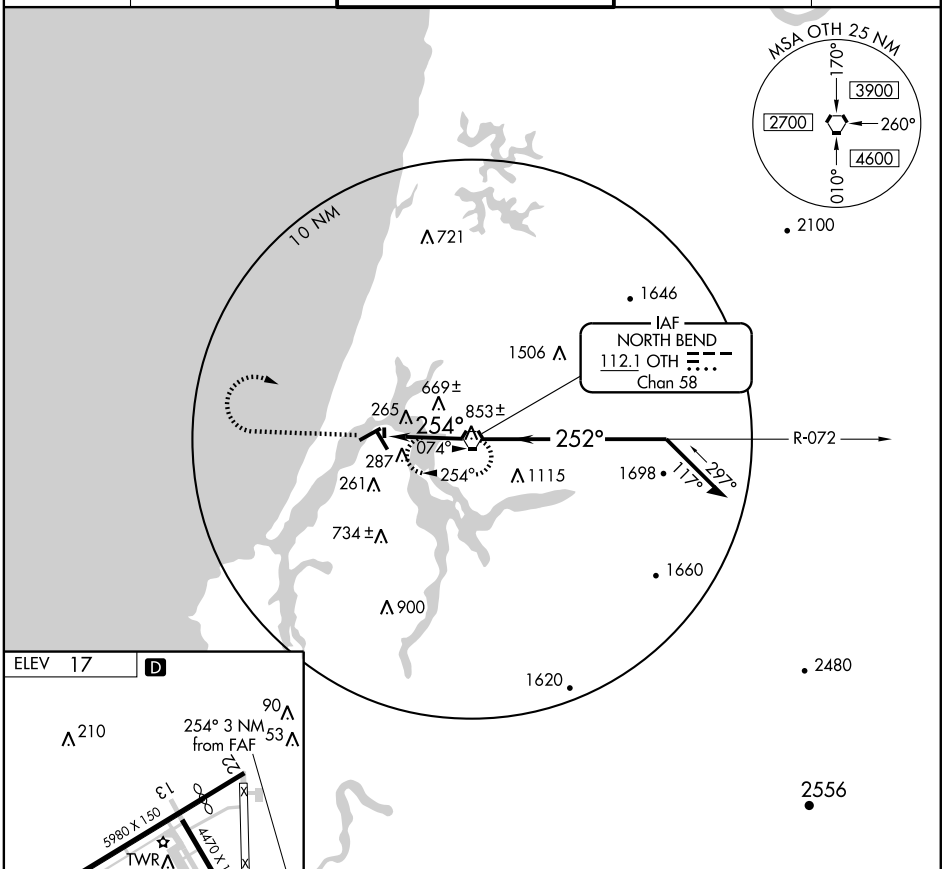
VOR-A

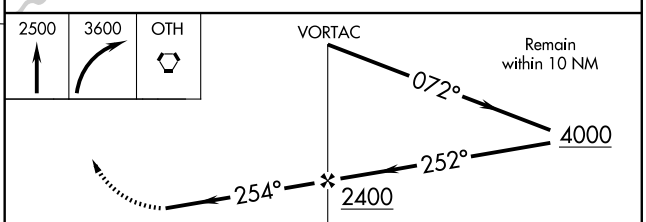
NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

Circling to Rwy 22 NA at night.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 1183 (1200-1¼)	1200-1½ 1183 (1200-1½)	1200-3 1183 (1200-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OTH 112.1 Chan 58	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 17

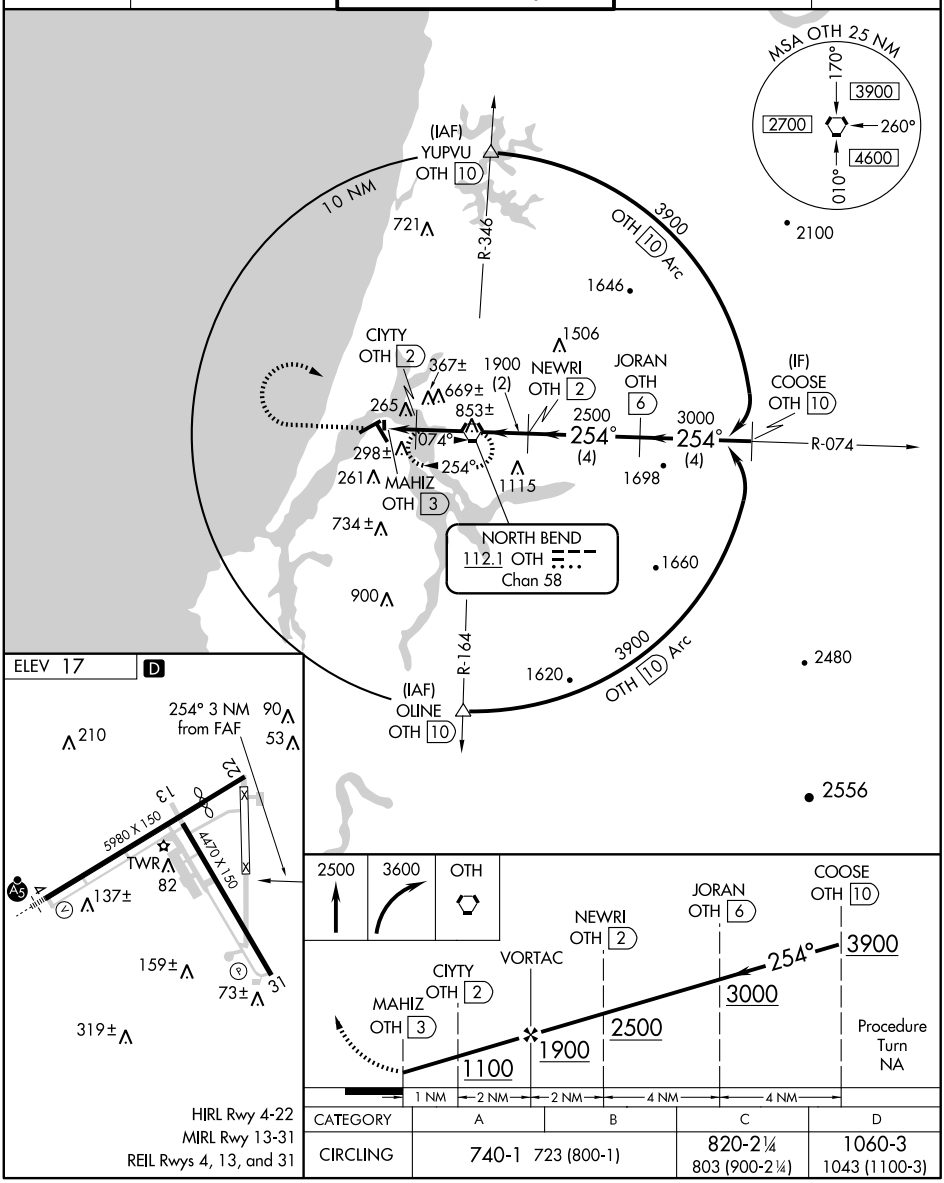
VOR/DME-B

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

T A Circling to Rwy 22 NA at night.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1



HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

CATEGORY	A	B	C	D
CIRCLING	740-1 723 (800-1)		820-2¼ 803 (900-2¼)	1060-3 1043 (1100-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC OTH 112.1 Chan 58	APP CRS 070°	Rwy Idg 5321 TDZE 12 Apt Elev 17

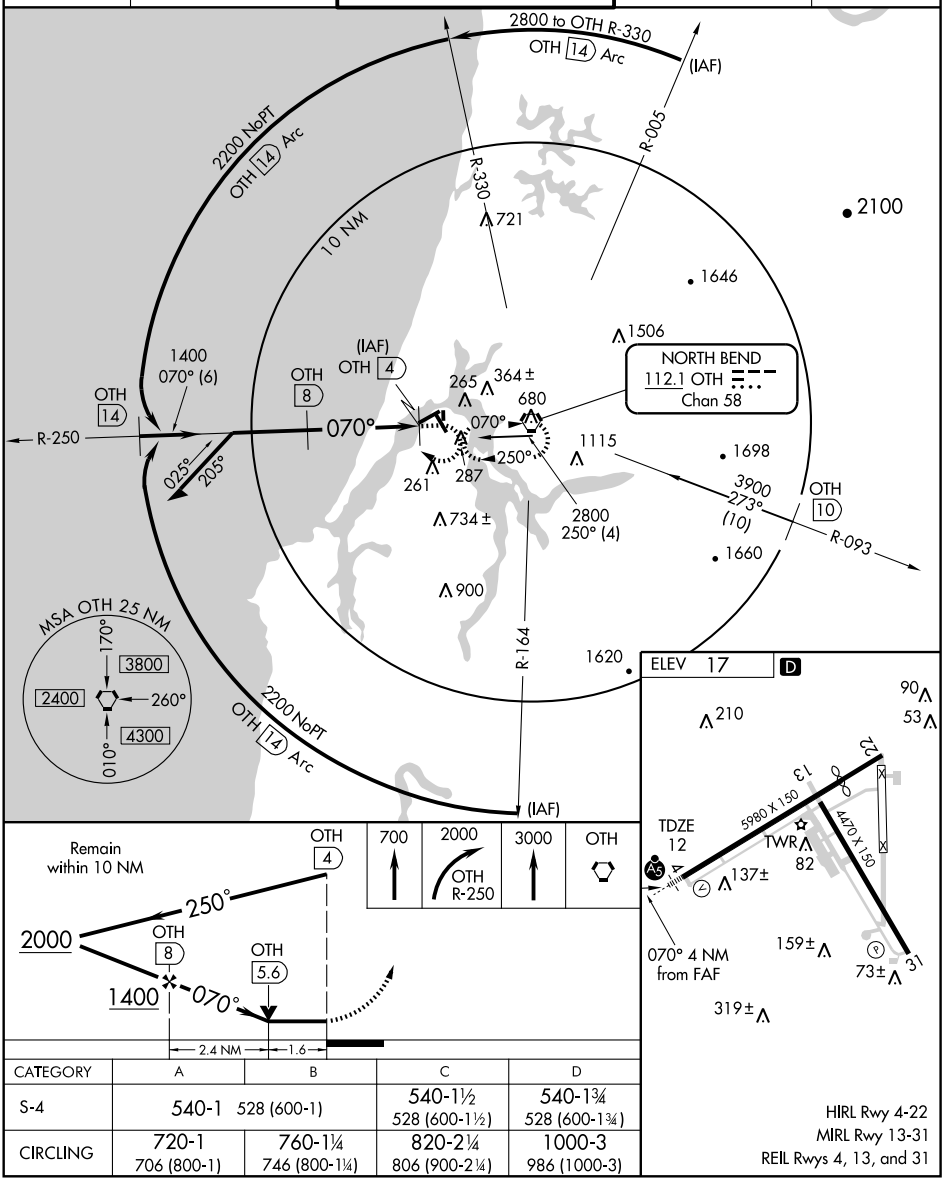
VOR/DME RWY 4

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via OTH R-250; then climb to 3000 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON
135.075	121.4 254.35	118.45 (CTAF) L	122.4 255.4	127.1

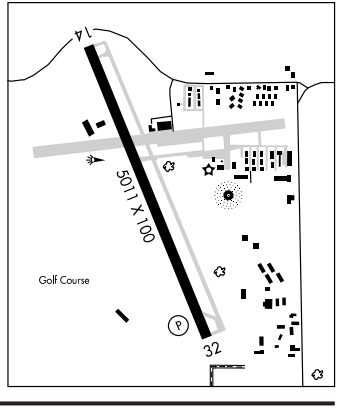


CATEGORY	A	B	C	D
S-4	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	720-1 706 (800-1)	760-1¼ 746 (800-1¼)	820-2¼ 806 (900-2¼)	1000-3 986 (1000-3)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwys 4, 13, and 31

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ONTARIO MUNI (ONO) 3 W UTC−7(−6DT) N44°01.16′ W117°00.78′ KLAMATH FALLS
2193 B S4 **FUEL** 100LL, JET A NOTAM FILE ONO H–1C, L–11B
RWY 14–32: H5011X100 (ASPH) S–30 D–50 MIRL IAP
RWY 32: REIL. PAPI(P2L)—GA 3.0°
AIRPORT REMARKS: Attended 1500–0000Z‡. Self serve card lock fuel avbl 24 hrs. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32—CTAF. PAPI Rwy 32 OPR continuously.
WEATHER DATA SOURCES: ASOS 135.275 (541) 889–7388.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.05
RCO 122.3 (MC MINNVILLE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 291° 45.3 NM to fld. 2876/17E.
NDB (MHW) 305 ONO N44°01.18′ W117°00.50′ at fld. NOTAM FILE ONO.



OWYHEE RESERVOIR STATE (28U) 25 SW UTC−8(−7DT) N43°25.49′ W117°20.73′ KLAMATH FALLS
2680 TPA—3680(1000) NOTAM FILE MMV
RWY 13–31: 1840X30 (DIRT)
AIRPORT REMARKS: Unattended. Rwy 13–31 sfc rough, loose rocks, soft when wet, subject to washouts. Owner advises ctc with State Department of Aviation 503–378–4880 prior to use. Remote airport, no ground access. Arpt in canyon, surrounded by high terrain.
COMMUNICATIONS: CTAF 122.9

PACIFIC CITY STATE (PFC) 1 S UTC−8(−7DT) N45°11.99′ W123°57.74′ SEATTLE
5 TPA—1005(1000) NOTAM FILE MMV
RWY 14–32: H1875X30 (ASPH) S–7
RWY 14: Thld dsplcd 300′. P–line. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Rwy may be under water during winter high tides. Occasional driftwood on rwy due to flooding. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Ramp in poor condition. Rwy 14–32 NSTD basic markings, markings NSTD size/placement and rwy edge markings.
COMMUNICATIONS: CTAF 122.9

PAISLEY (22S) 3 NW UTC−8(−7DT) N42°43.08′ W120°33.77′ KLAMATH FALLS
4395 B TPA—5395(1000) NOTAM FILE MMV L–11A
RWY 13–31: H4300X60 (ASPH) LIRL
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57′ W120°30.43′ 331° 13.7 NM to fld. 7460/19E. **HIWAS.**

PENDLETON N45°41.91′ W118°56.32′ NOTAM FILE PDT. SEATTLE
(H) VORTACW 114.7 PDT Chan 94 073° 4.1 NM to Eastern Oregon Rgnl at Pendleton. H–1C, L–13A
1559/20E. **HIWAS.**
RCO 122.2 (MC MINNVILLE RADIO)

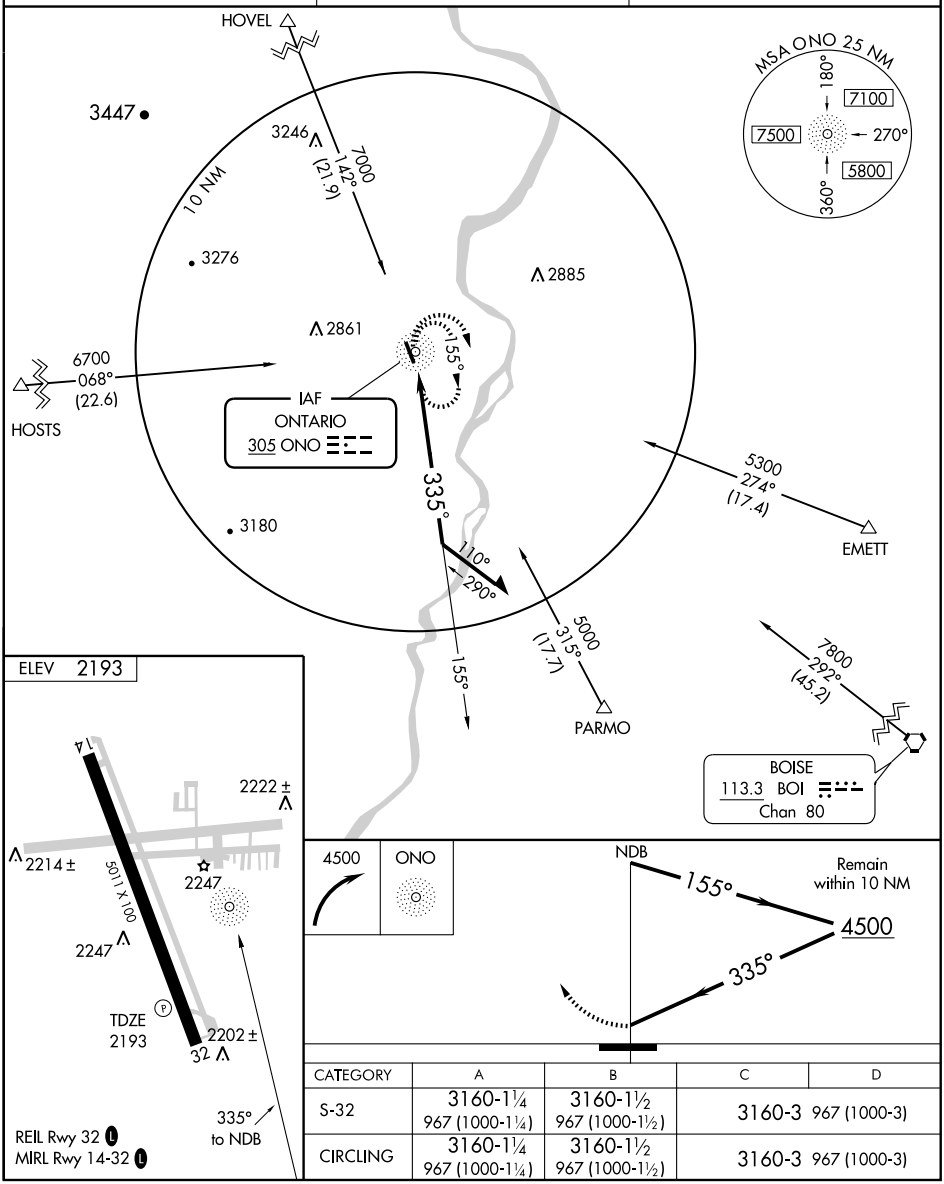
NDB ONO 305	APP CRS 335°	Rwy Idg 5011 TDZE 2193 Apt Elev 2193

NDB RWY 32
ONTARIO MUNI (ONO)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 4500 in ONO NDB holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3 967 (1000-3)	
CIRCLING	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3 967 (1000-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

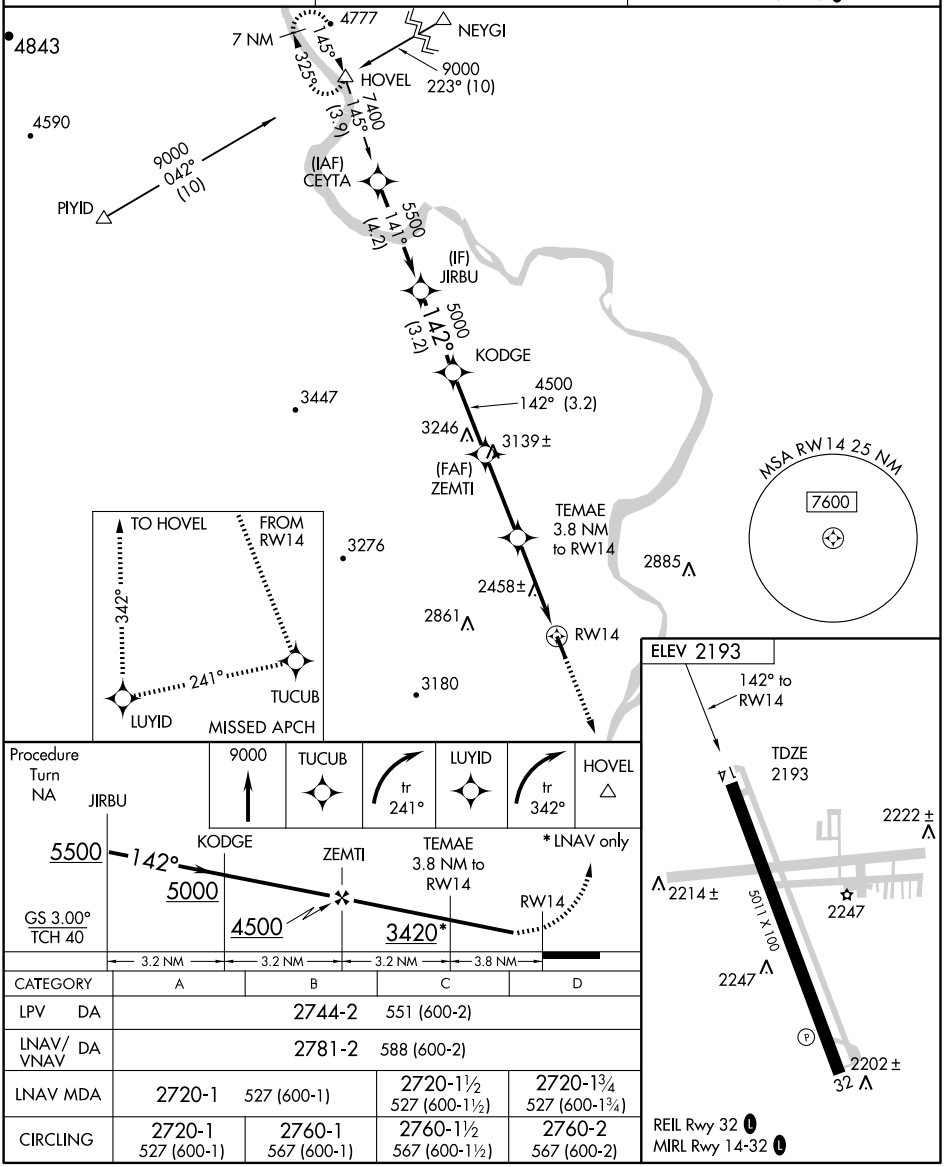
WAAS	APP CRS	Rwy Idg	5011
CH 78207	142°	TDZE	2193
W14A		Apt Elev	2193

RNAV (GPS) RWY 14
ONTARIO MUNI (ONO)

Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 9000 direct TUCUB and right turn via 241° track to LUYID and right turn via 342° track to HOVEL and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2744-2 551 (600-2)			
LNAV/VNAV DA	2781-2 588 (600-2)			
LNAV MDA	2720-1 527 (600-1)		2720-1½ 527 (600-1½)	2720-1¾ 527 (600-1¾)
CIRCLING	2720-1 527 (600-1)	2760-1 567 (600-1)	2760-1½ 567 (600-1½)	2760-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

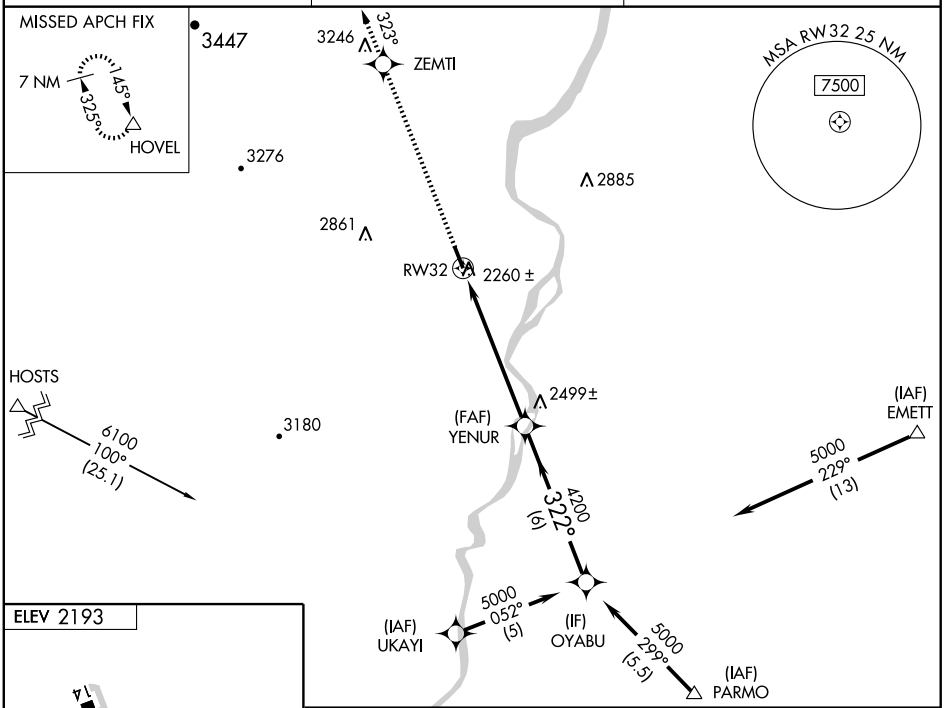
WAAS	APP CRS	Rwy Idg	5011
CH 87007	322°	TDZE	2193
W32A		Apt Elev	2193

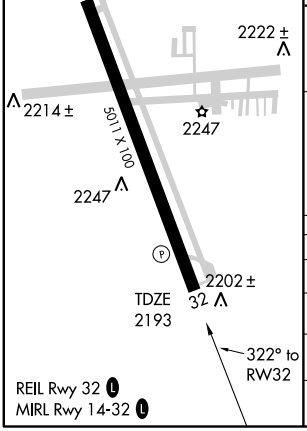
RNAV (GPS) RWY 32
ONTARIO MUNI (ONO)

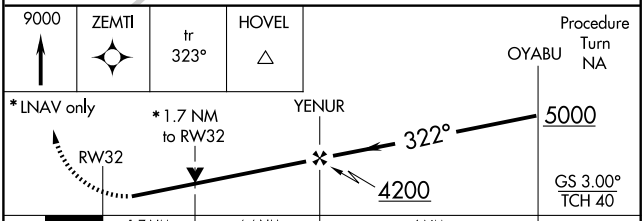
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). Baro-VNAV and VDP NA when using Caldwell altimeter setting. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 9000 direct ZEMTI and via 323° track to HOVEL and hold, continue climb-in-hold to 9000.

ASOS	SALT LAKE CENTER	UNICOM
135.275	128.05 306.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2443-1		250 (300-1)	
LNAV/VNAV DA	2510-1¼		317 (400-1¼)	
LNAV MDA	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-1¾ 567 (600-1¾)
CIRCLING	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

AL-316 (FAA)

PENDLETON, OREGON

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

PENDLETON, OREGON

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

AIRPORT DIAGRAM

10210

PENDLETON

EASTERN OREGON RGNL AT PENDLETON (PDT) 3 NW UTC−8(−7DT) N45°41.70′ W118°50.49′ SEATTLE

1497 B S4 **FUEL** 100LL, JET A1 +, MOGAS Class IV, ARFF Index A NOTAM FILE PDT **H–1C, L–13A**

RWY 07–25: H6301X150 (ASPH–PFC) S–115, D–132, 2S–167, 2D–210 HIRL **IAP, AD**

RWY 07: ODALS. VASI(V4R)—GA 3.0° TCH 47′. Ground.

RWY 25: MALSR. PAPI(V4L)—GA 3.0° TCH 55′.

RWY 11–29: H5581X100 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–122 MIRL

RWY 11: REIL. PAPI(V4L)—GA 3.0° TCH 47′. Ground.

RWY 29: REIL. PAPI(V4L)–GA 3.0° TCH 35′. Thld dsplcd 456′.

RWY 16–34: H4341X60 (ASPH) S–20 0.8% up SE

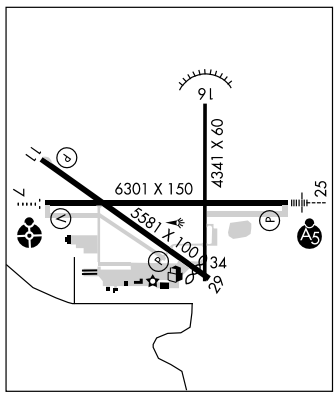
RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–5581 TODA–5581 ASDA–5581 LDA–5581

RWY 16: TORA–4341 TODA–4341 ASDA–4341 LDA–4341

RWY 29: TORA–5581 TODA–5581 ASDA–5581 LDA–5125

RWY 34: TORA–4341 TODA–4341 ASDA–4341 LDA–4341



AIRPORT REMARKS: Attended 1400–0400Z‡. Services available from FBO between 0400–1400Z‡ by phone call 541–276–3313/3373. Self fuel avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR 24 hrs call 541–276–4411. Deer on and invof arpt Apr and Aug especially mornings and evenings. Twy B clsd south of Twy A. Pilots shall exercise extreme caution at intersection of ramp and Rwy 29 north end of terminal building area obstructed from view of tower by terminal building. ACTIVATE MALSR Rwy 25, ODALS Rwy 07, HIRL Rwy 07–25, MIRL Rwy 11–29, REIL Rwy 11 and Rwy 29, when twr clsd—CTAF. Rwy 25 touchdown runway visual range avbl.

WEATHER DATA SOURCES: ASOS 118.325 (541) 278–2329. **HIWAS** 114.7 PDT.

COMMUNICATIONS: CTAF 119.7 **UNICOM** 122.95

PENDLETON RCO 122.2 (MC MINNVILLE RADIO)

Ⓡ **CHINOOK APP/DEP CON** 133.15 (1400–0600Z‡).

Ⓡ **SEATTLE CENTER APP/DEP CON** 132.6 (0600–1400Z‡)

PENDLETON TOWER 119.7 (1400–0400Z‡). **GND CON** 121.9

AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 073° 4.1 NM to fld. 1559/20E. **HIWAS.**

ILS 110.3 I–PDT Rwy 25. Class IE. LOC and GS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

PINEHURST STATE (24S) 1 SW UTC−8(−7DT) N42°06.61′ W122°22.99′ KLAMATH FALLS

3638 TPA—4638(1000) NOTAM FILE MMV Not insp.

RWY 04–22: H2800X30 (ASPH)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Irregular winter maintenance. Arpt may be clsd by snow. Rwy 04–22 70′ trees along both sides of rwy 125′ from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy. Owner advises contact Oregon Dept. of Aviation 503–378–4880 prior to use.

COMMUNICATIONS: CTAF 122.9

PORTLAND N45°41.92′ W122°55.52′ SEATTLE

RCO 122.6 (MC MINNVILLE RADIO) **L–1C**

PORTLAND

PORTLAND DOWNTOWN HELIPORT (61J) 00 N UTC−8(−7DT) N45°31.52′ W122°40.26′ SEATTLE

78 B NOTAM FILE MMV

HELIPAD H1: H80X80 (CONC) S–25

HELIPORT REMARKS: Unattended. +199′ radio twr (lgtd) 4950′ E of heliport in flight apch and tkf 025°. Helipad H1 yellow perimeter lgts, blue centerline twy lgts to helipads. Helipad H1 single heliport with 4 flight apchs 162°/220°/248°/295°/ and tkf directions 342°/040°/068°/115°. Arrow lgts for flight apch 220°/248°/295° and tkf 040°/068°/115°. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

LOC I-PDT	APP CRS	Rwy Idg	6301
110.3	254°	TDZE	1487
		Apt Elev	1497

ILS or LOC/DME RWY 25

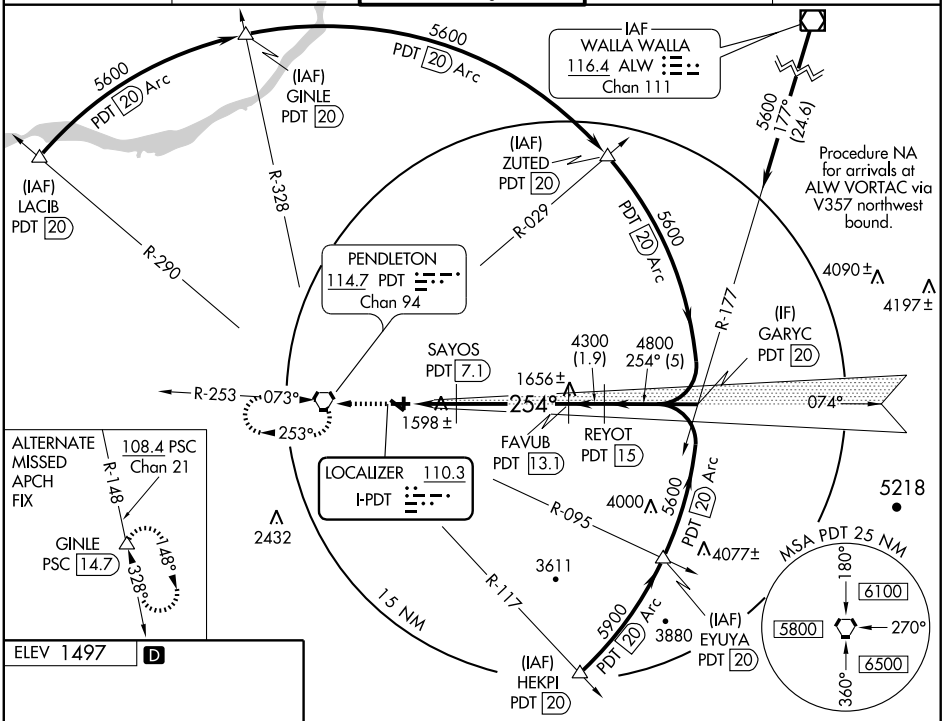
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

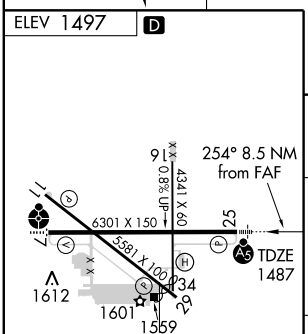
DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT VORTAC DME required.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and S-LOC 25 Cat C/D visibility ¼ mile.
For inoperative MALSR when using Walla Walla altimeter setting increase S-ILS 25 visibility all Cats to 1 mile.
** RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Walla Walla altimeter seting.

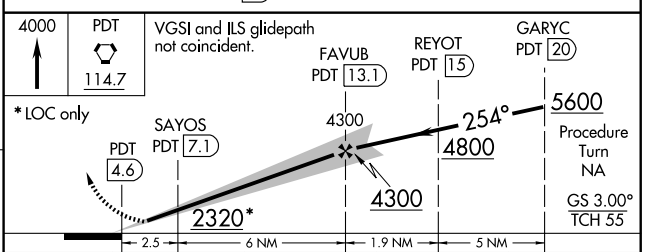
MALSR

MISSED APPROACH: Climb to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 25	**1687/24 200 (200-½)			
S-LOC 25	1860/24 373 (400-½)			1860/40 373 (400-¾)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6301
CH 73012	074°	TDZE	1486
W07A		Apt Elev	1497

RNAV (GPS) RWY 7

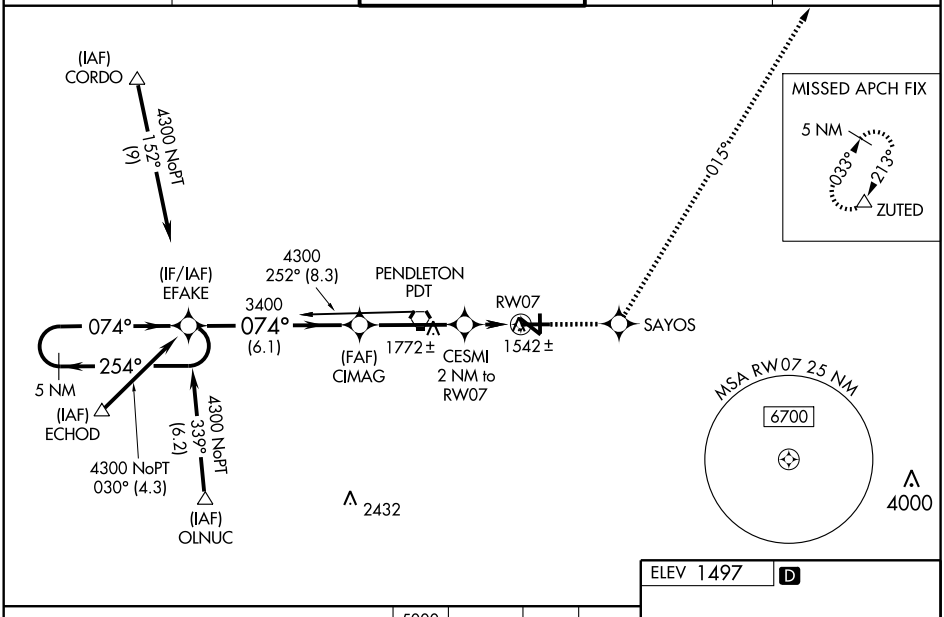
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

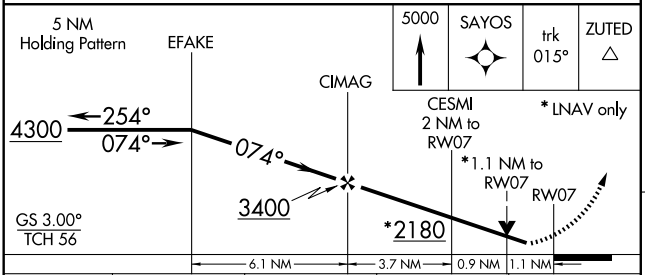
Inoperative table does not apply to LNAV/VNAV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities ¾ mile.
Inoperative table does not apply.

ODALS

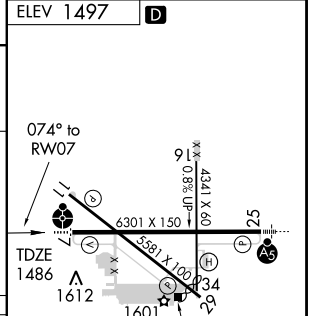
MISSED APPROACH: Climb to 5000 direct SAYOS and via track 015° to ZUTED and hold.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
LPV DA	1736-¾ 250 (300-¾)			
LNAV/VNAV DA	1834-1¼ 348 (400-1¼)			
LNAV MDA	1880-¾ 394 (400-¾)			1880-1¼ 394 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5581
CH 82712	112°	TDZE	1487
W11A		Apt Elev	1497

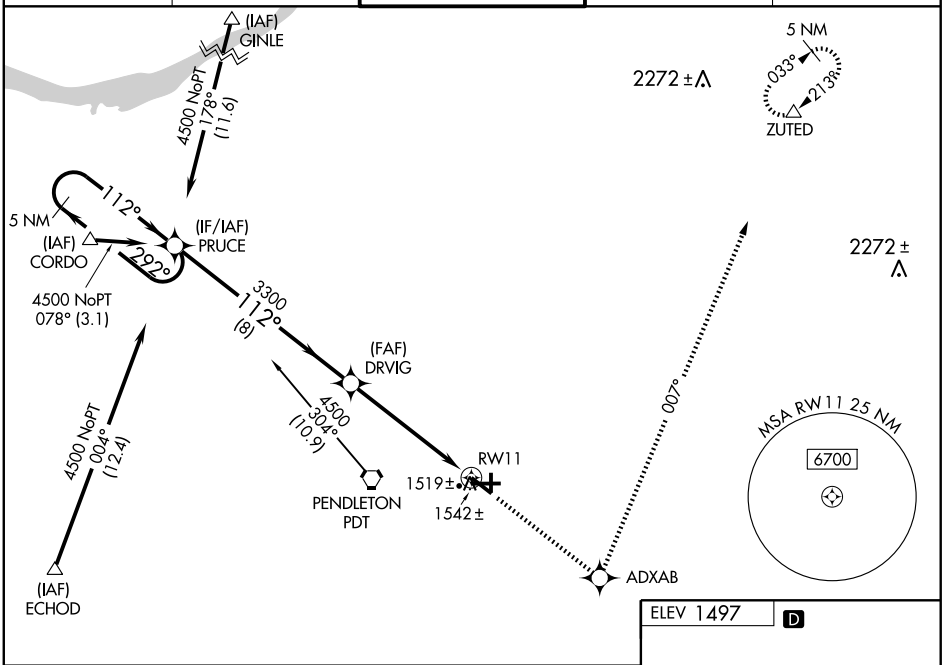
RNAV (GPS) RWY 11

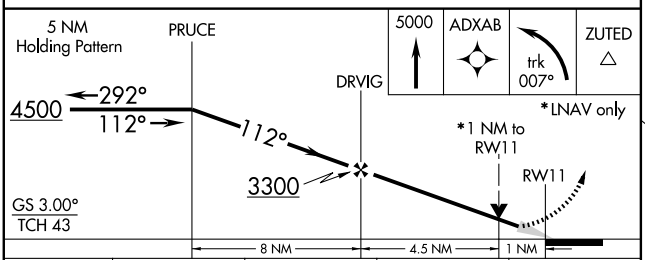
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

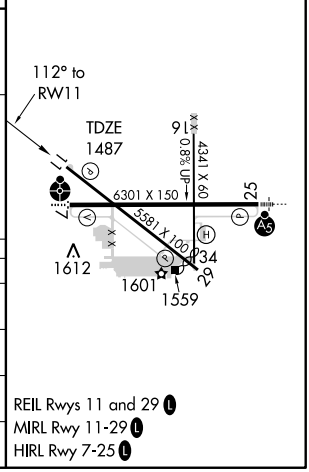
MISSED APPROACH: Climb to 5000 direct ADXAB and left turn via track 007° to ZUTED and hold.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
LPV DA	1737-1 250 (300-1)			
LNAV/VNAV DA	1850-1¼ 363 (400-1¼)			
LNAV MDA	1860-1 373 (400-1)			1860-1¼ 373 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6301
CH 78412	254°	TDZE	1487
W25A		Apt Elev	1497

RNAV (GPS) RWY 25

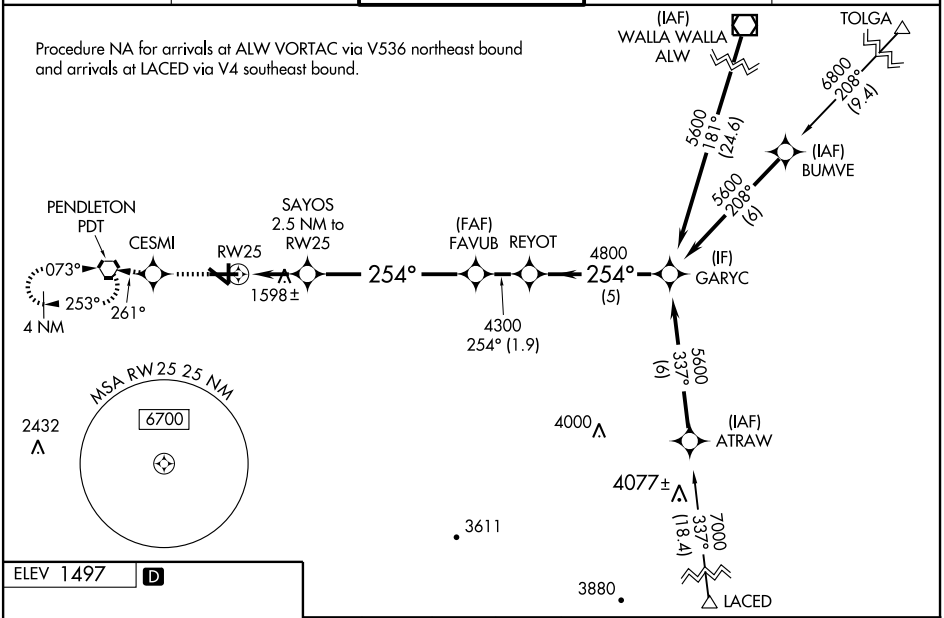
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities 1 mile; inoperative table does not apply.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

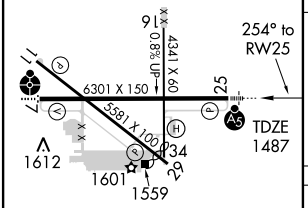
MALSR

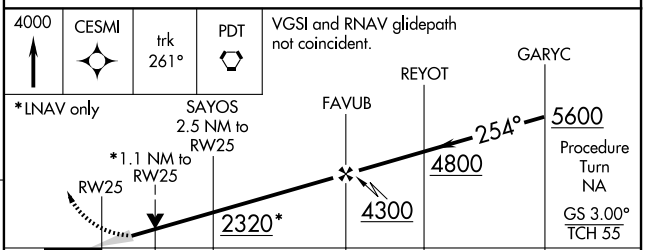
MISSED APPROACH: Climb to 4000 direct CESMI and via track 261° to PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON★	PENDLETON TOWER★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95



ELEV 1497 D





CATEGORY	A	B	C	D
LPV DA	1687/24 200 (200-½)			
LNAV/VNAV DA	1800/24 313 (400-½)			1800/40 313 (400-¾)
LNAV MDA	1860/24 373 (400-½)			1860/50 373 (400-1)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5125
CH 42513	292°	TDZE	1497
W29A		Apt Elev	1497

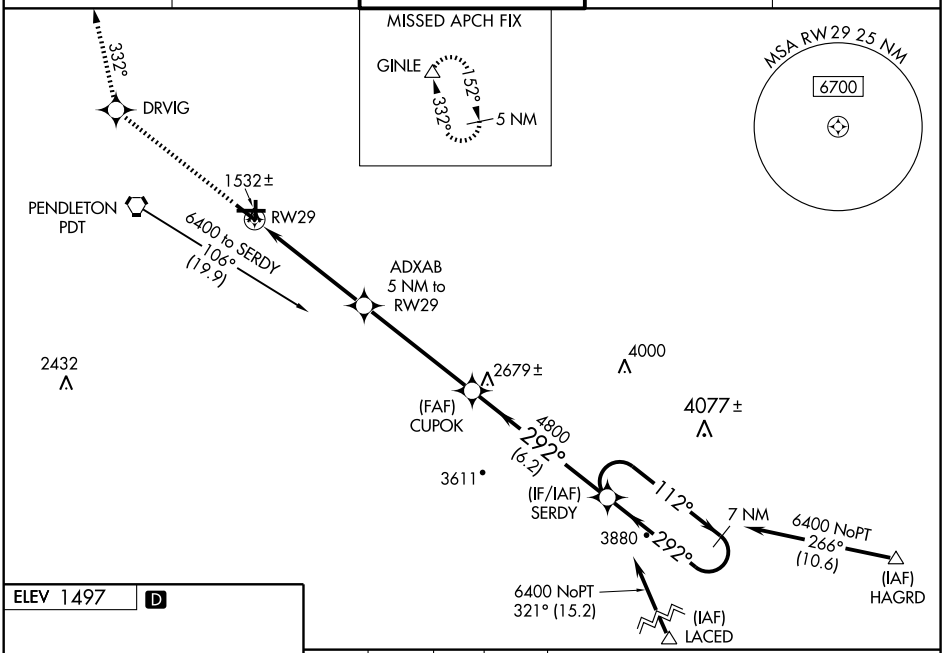
RNAV (GPS) RWY 29

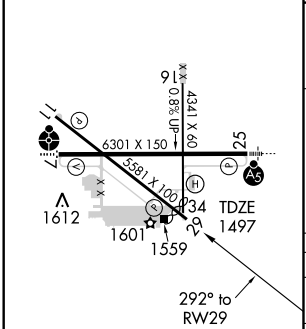
PENDLETON/EASTERN OREGON RGNL AT PENDLETON (PDT)

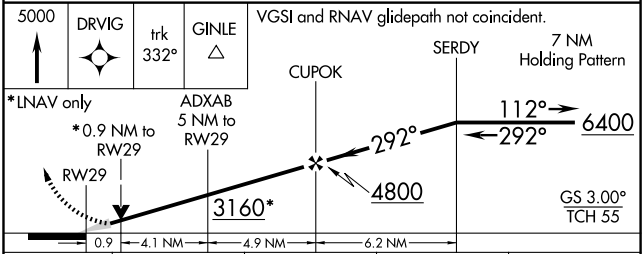
▼ Inoperative table does not apply.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

MISSED APPROACH: Climb to 5000 direct DRVIG and via track 332° to GINLE and hold.

ASOS	CHINOOK APP CON★	PENDLETON TOWER★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
LPV DA	1747-1 250 (300-1)			
LNAV/VNAV DA	1801-1 304 (400-1)			
LNAV MDA	1860-1 363 (400-1)			1860-1¼ 363 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC PDT	APP CRS	Rwy Idg	6301
114.7	073°	TDZE	1486
Chan 94		Apt Elev	1497

VOR RWY 7

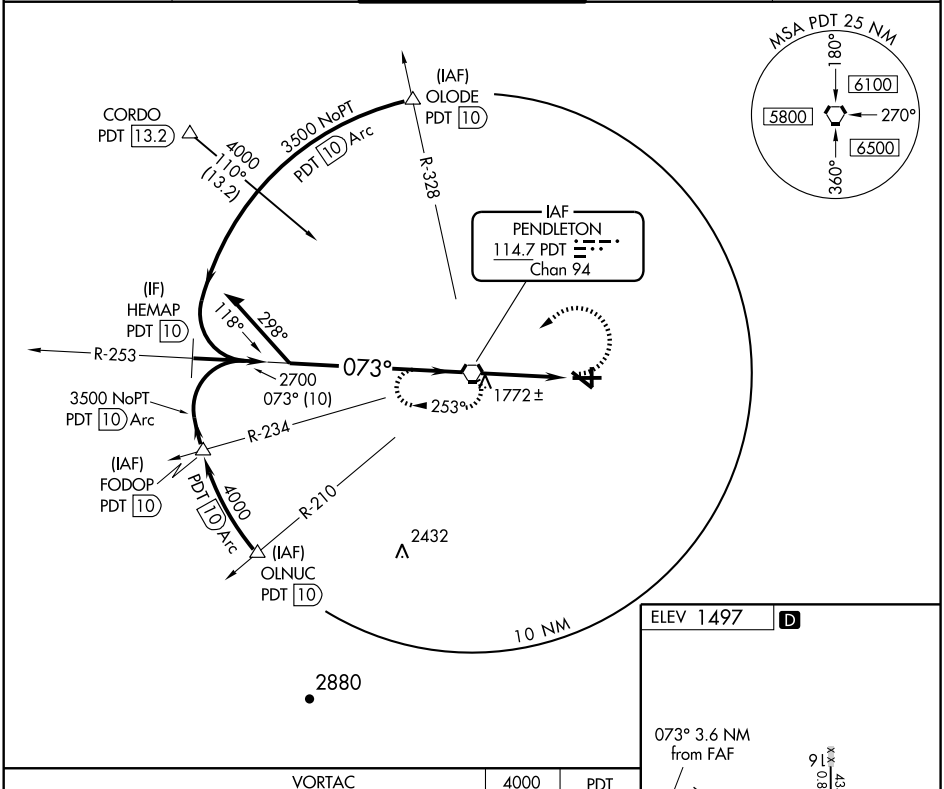
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

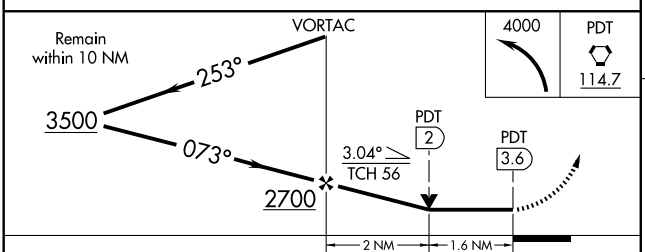
T Inoperative table does not apply to S-7 Cat C.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 120 feet, and all visibilities ½ mile.
Inoperative table does not apply when using Walla Walla altimeter setting.
VDP NA when using Walla Walla altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
S-7	2040-¾	554 (600-¾)	2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)
CIRCLING	2040-1	543 (600-1)	2040-1½ 543 (600-1½)	2060-2 563 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 7-25 L

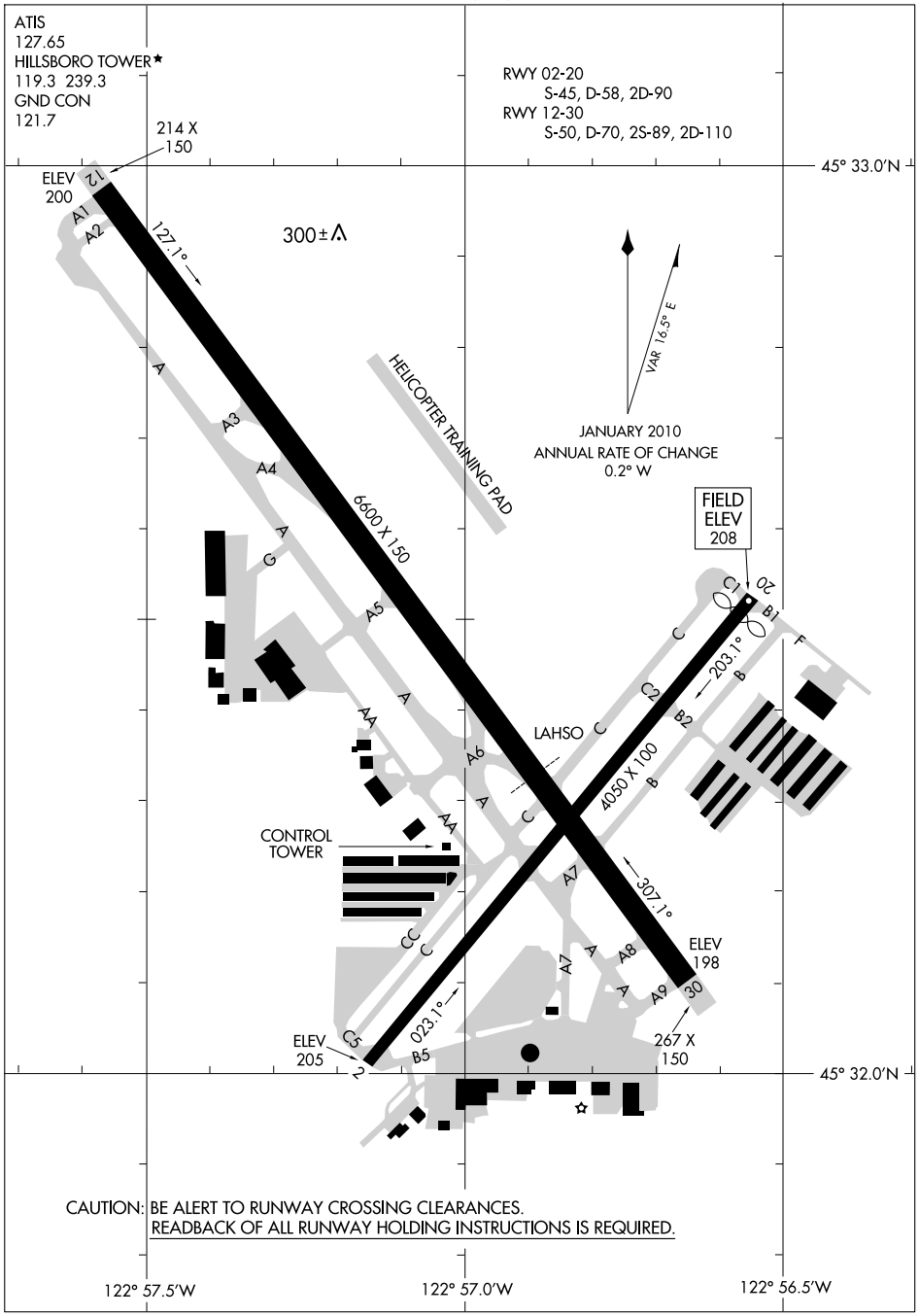
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON



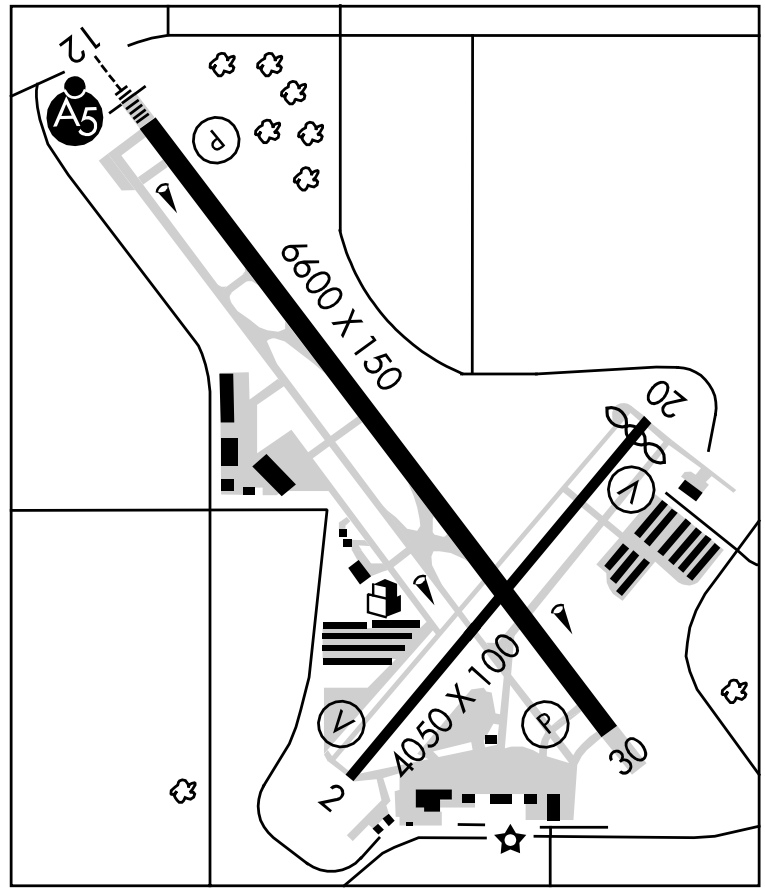
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

10210

PORTLAND–HILLSBORO (HIO) 15 SW UTC−8(−7DT) N45°32.44′ W122°57.01′ **SEATTLE**
208 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—1208 (1000) LRA NOTAM FILE HIO **H–1B, L–1C**
RWY 12–30: H6600X150 (ASPH) S–50, D–70, 2S–89, 2D–110 HIRL **IAP, AD**
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees. Rgt tfc.
RWY 02–20: H4050X100 (ASPH) S–45, D–58, 2D–90 MIRL
RWY 02: VASI(V4L)—GA 3.0° TCH 50′. Tree. Rgt tfc.
RWY 20: VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 172′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	02–20	4922

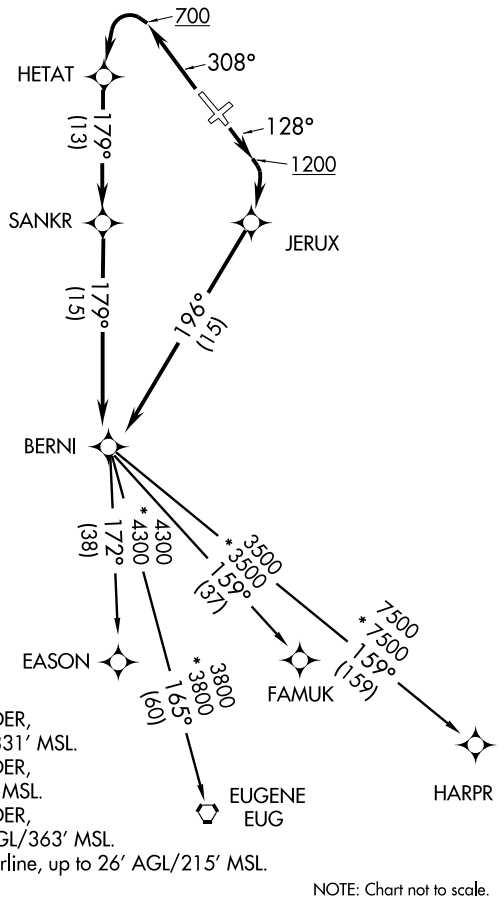
AIRPORT REMARKS: Attended 1400–0600Z‡. Rwy 02–20 CLOSED to touch and go landings between 0600–1400Z‡. Be alert for bird activity in vicinity Nov to May. Noise abatement procedures in effect call 503–693–1963 or 503–460–4068. Rwy 12 run–up area not visible from twr. Rwy 12 touchdown rwy visual range avbl. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. When twr clsd ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice required Mon–Sat 0100–1400Z‡ and 24 hrs Sun and holidays. Ldg fee.

WEATHER DATA SOURCES: ASOS (503) 640–2984.
COMMUNICATIONS: CTAF 119.3 **ATIS** 127.65. **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.0
HILLSBORO TOWER 119.3 (1400–0600Z‡). **GND CON** 121.7
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 345° 11.3 NM to fld. 1440/21E. **HIWAS.**
BANKS NDB (MHW) 356 PND N45°37.82′ W123°02.75′ 122° 6.7 NM to fld. NOTAM FILE HIO.
ILS 110.7 I–HIO Rwy 12. Class IE. ILS unmonitored when ATCT closed. Localizer unusable byd 27° each side of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

BERNI ONE DEPARTURE (RNAV)

SL-5063 (FAA)

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



NOTE: GPS Required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.

TAKE-OFF MINIMUMS

Rwy 2, 20: NA-ATC.
Rwy 12: Obstacle climb of 230′ per NM to 2400′. Minimum ATC climb of 500′ per NM to 1200′.
Rwy 30: 200-1¼ or standard with a minimum climb of 225′ per NM to 700′.

TAKE-OFF OBSTACLE NOTES

Rwy 12: Multiple trees beginning 1103′ from DER, 8′ left of centerline, up to 110′ AGL/331′ MSL. Multiple trees beginning 1030′ from DER, 9′ right of centerline, 110′ AGL/348′ MSL.
Rwy 30: Multiple trees beginning 1663′ from DER, 623′ right of centerline, up to 110′ AGL/363′ MSL. Pole 702′ from DER, 603′ left of centerline, up to 26′ AGL/215′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climb heading 128° to 1200 feet, then climbing right turn direct JERUX, then on depicted route to BERNI. Thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 308° to 700′, then climbing left turn direct HETAT, then on depicted route to BERNI. Thence . . . .

. . . . (Transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure.

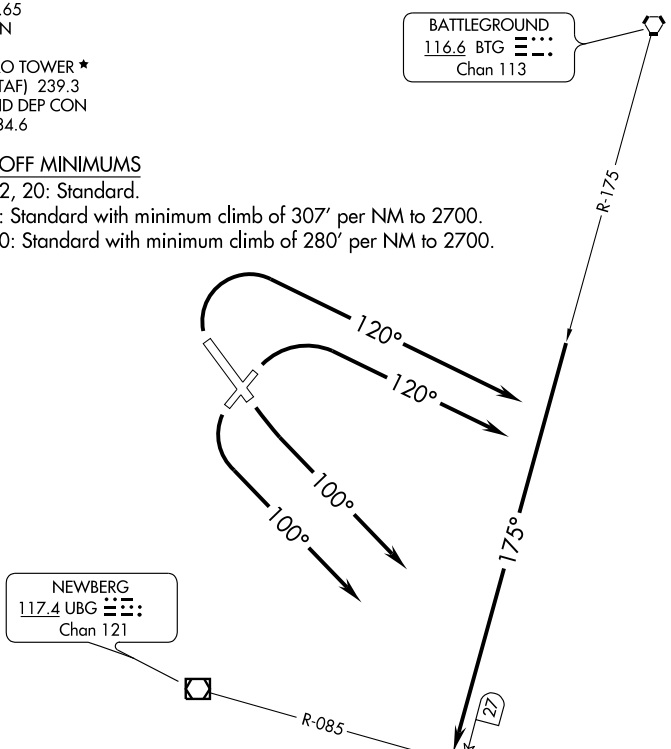
EASON TRANSITION (BERNI1.EASON)
EUGENE TRANSITION (BERNI1.EUG)
FAMUK TRANSITION (BERNI1.FAMUK)
HARPR TRANSITION (BERNI1.HARPR)

NW-1, 23 SEP 2010 to 21 OCT 2010

CANBY EIGHT DEPARTURE

SL-5063 (FAA)

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 12, 20: Standard.
Rwy 2: Standard with minimum climb of 307′ per NM to 2700.
Rwy 30: Standard with minimum climb of 280′ per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247′ from DER, 1′ right of centerline, up to 15′ AGL/220′ MSL.
Terrain left and right of centerline beginning at DER up to 302′ MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296′ MSL.
Trees 1836′ from DER, 8′ left centerline, up to 125′ AGL/331′ MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306′ MSL.
Trees and hangars beginning 60′ from DER, 32′ left of centerline, up to 93′ AGL/311′ MSL.
Trees, antennas and buildings beginning 564′ from DER, 411′ right of centerline, up to 74′ AGL/280′ MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292′ MSL.
Trees beginning 1664′ from DER, 626′ right of centerline up to 194′ AGL/363′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 30: Climbing right turn heading 120°, thence . . . .

TAKE-OFF RUNWAYS 12, 20: Climbing left turn heading 100°, thence . . . .

. . . . Intercept and proceed via BTG R-175 to CANBY INT. Thence via assigned route.

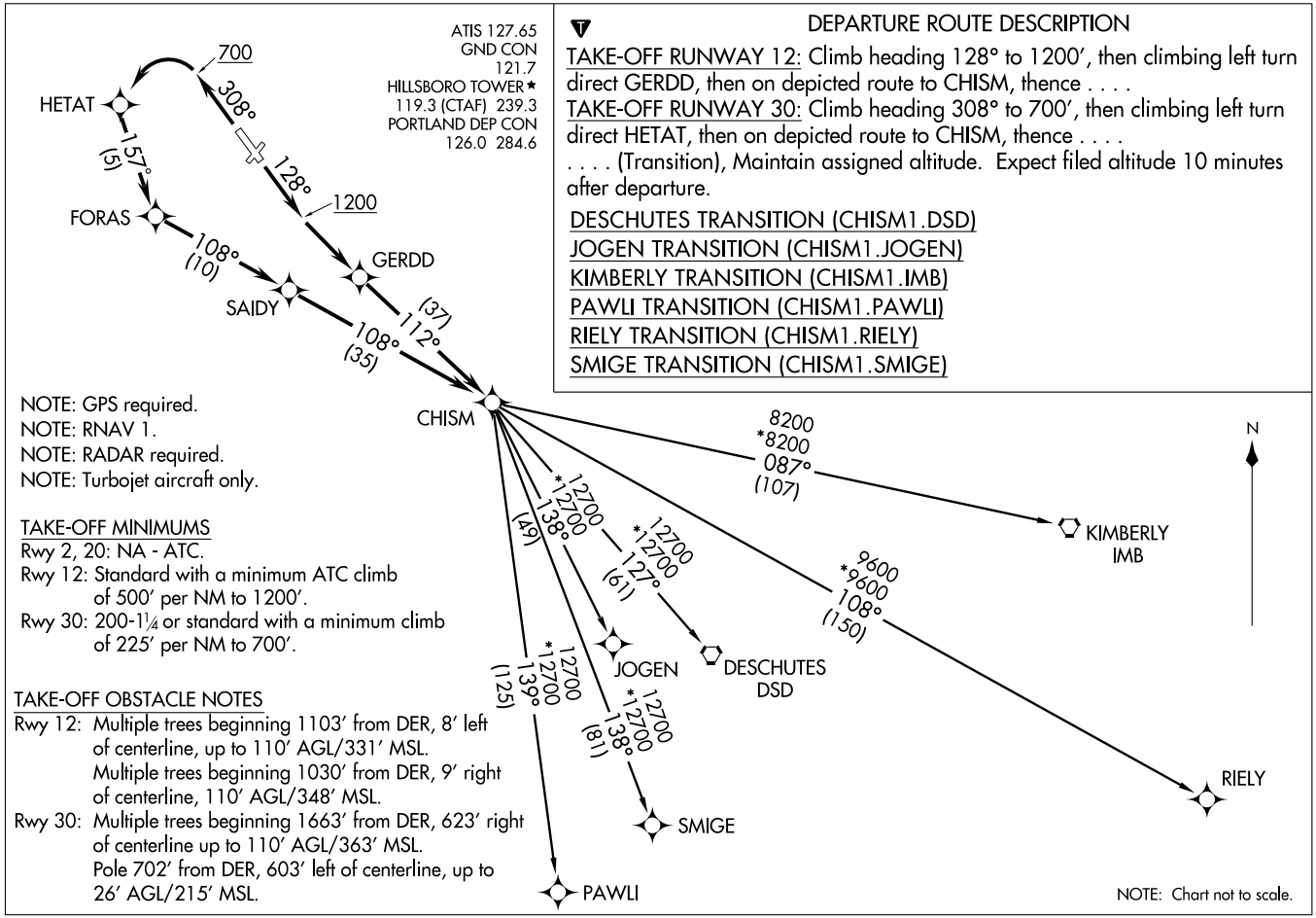
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

CHISM ONE DEPARTURE (RNAV)

(CHISM1.CHISM) 10266

PORTLAND-HILLSBORO (HIO)

PORTLAND, OREGON

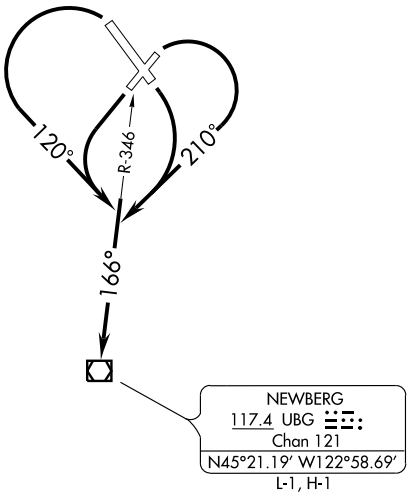


CHISM ONE DEPARTURE (RNAV)
(CHISM1.CHISM) 10266
PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

SL-5063 (FAA)

FARMINGTON FIVE DEPARTURE

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



TAKE-OFF MINIMUMS

Rwy 12, 20: Standard.
Rwy 2: Standard with minimum climb of 307' per NM to 2700.
Rwy 30: Standard with minimum climb of 235' per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.
Terrain left and right of centerline beginning at DER up to 302' MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.
Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.
Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.
Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.
Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence . . . .

TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence . . . .

. . . . Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).

NW-1, 23 SEP 2010 to 21 OCT 2010

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 23 SEP 2010 to 21 OCT 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

ILS or LOC RWY 12

PORTLAND-HILLSBORO (HIO)

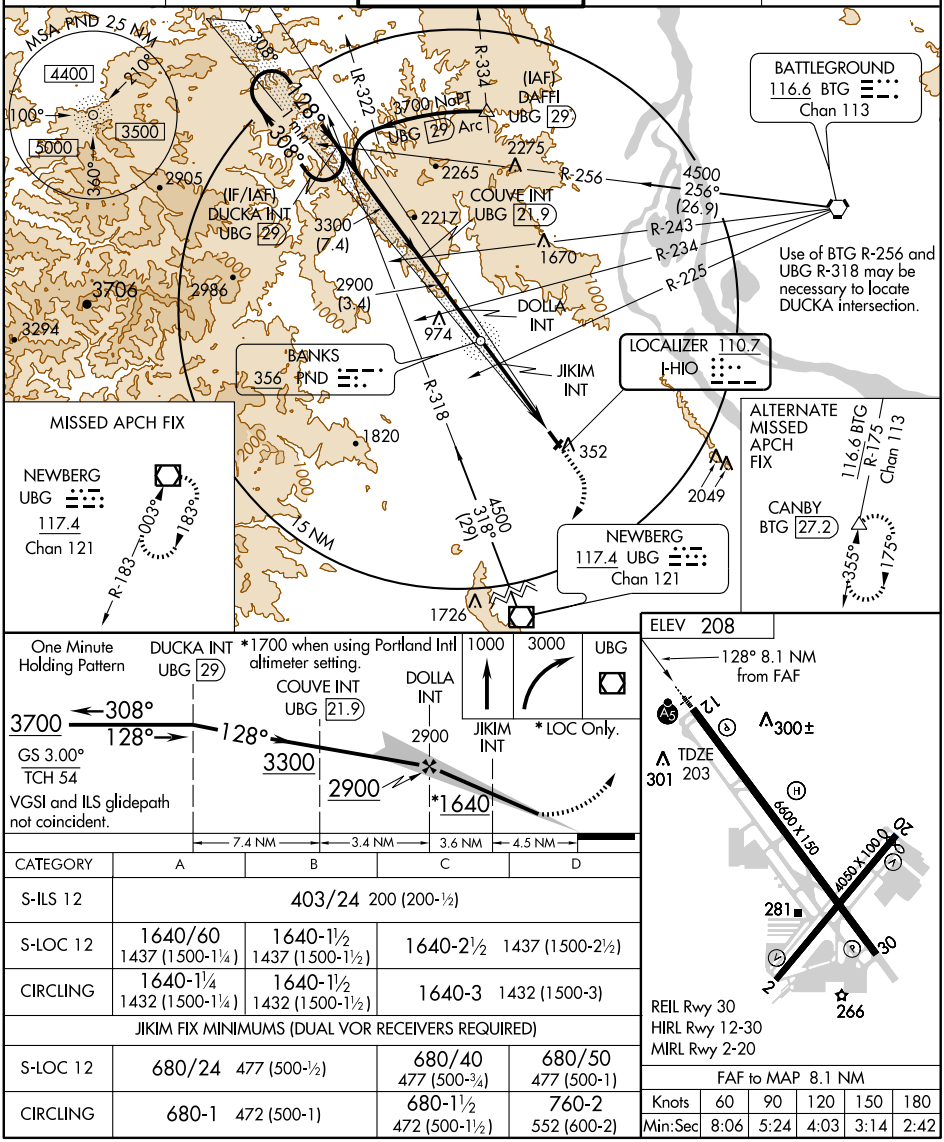
LOC I-HIO	APP CRS	Rwy Idg	6600
110.7	128°	TDZE	203
		Apt Elev	208

Inoperative table does not apply to S-LOC 12 Cats A and B. For inoperative MALSR when using Portland Intl altimeter setting, increase S-ILS 12 all Cats visibility to RVR 5000, inoperative table does not apply to S-LOC 12 Cats A and B. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase JIKIM fix minimums S-LOC 12 Cats C and D visibility ¼mile.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) Ⓛ 239.3	121.7	122.95



One Minute Holding Pattern

DUCKA INT UBG 29 — 3700 — 308° / 128° — GS 3.00° — TCH 54

COUVE INT UBG 21.9 — 3300

DOLLA INT — 2900

JIKIM INT — 2900 — *1640

*1700 when using Portland Intl altimeter setting.

1000	3000	UBG
	* LOC Only.	

VGSI and ILS glidepath not coincident.

7.4 NM | 3.4 NM | 3.6 NM | 4.5 NM

ELEV 208

128° 8.1 NM from FAF

TDZE 203

301

300±

6400 X 150

4050 X 100

281

266

REIL Rwy 30

HIRL Rwy 12-30

MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-ILS 12	403/24 200 (200-½)			
S-LOC 12	1640/60 1437 (1500-1¼)	1640-1½ 1437 (1500-1½)	1640-2½ 1437 (1500-2½)	
CIRCLING	1640-1¼ 1432 (1500-1¼)	1640-1½ 1432 (1500-1½)	1640-3 1432 (1500-3)	
JIKIM FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 12	680/24 477 (500-½)		680/40 477 (500-¾)	680/50 477 (500-1)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

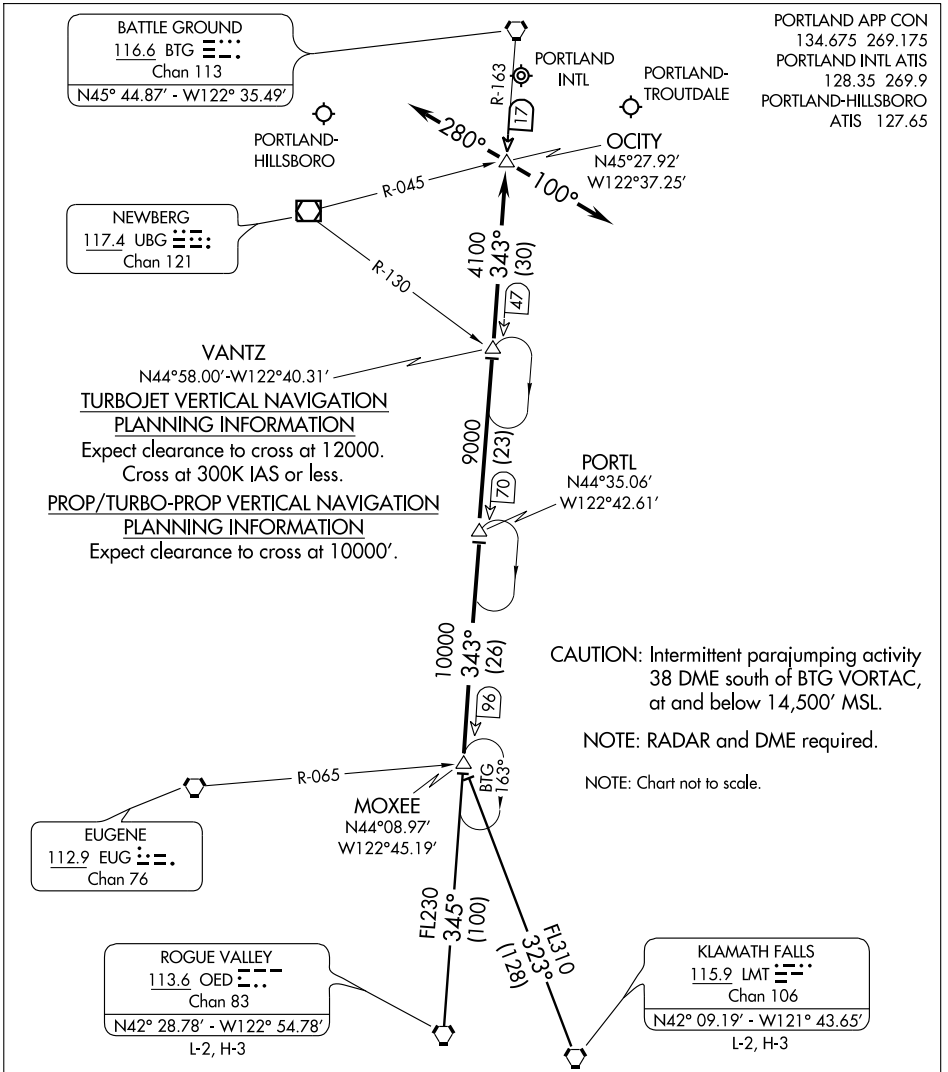
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

23 SEP 2010 to 21 OCT 2010

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

PORTLAND, OREGON

(MOXEE.MOXEE6) 07298

NW-1, 23 SEP 2010 to 21 OCT 2010

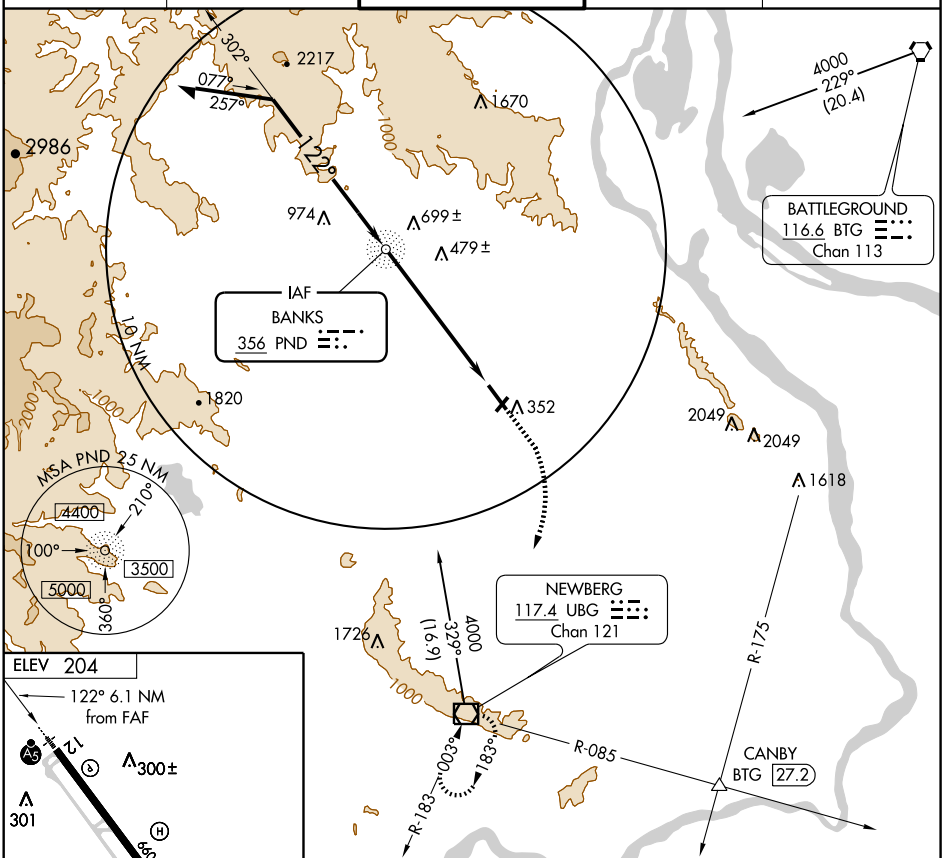
PND NDB	APP CRS	Rwy Idg	N/A
356	122°	TDZE	N/A
		Apt Elev	204

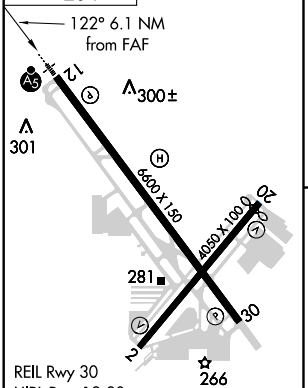
NDB-B
PORTLAND-HILLSBORO (HIO)

NA

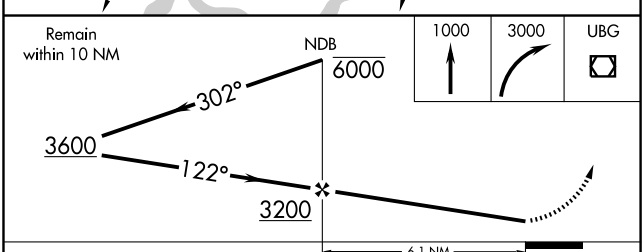
MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) L 239.3	121.7	122.95





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
CIRCLING	900-1 696 (700-1)		900-2 696 (700-2)	960-2½ 756 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6600
CH 69502	127°	TDZE	203
W12A		Apt Elev	208

RNAV (GPS) RWY 12

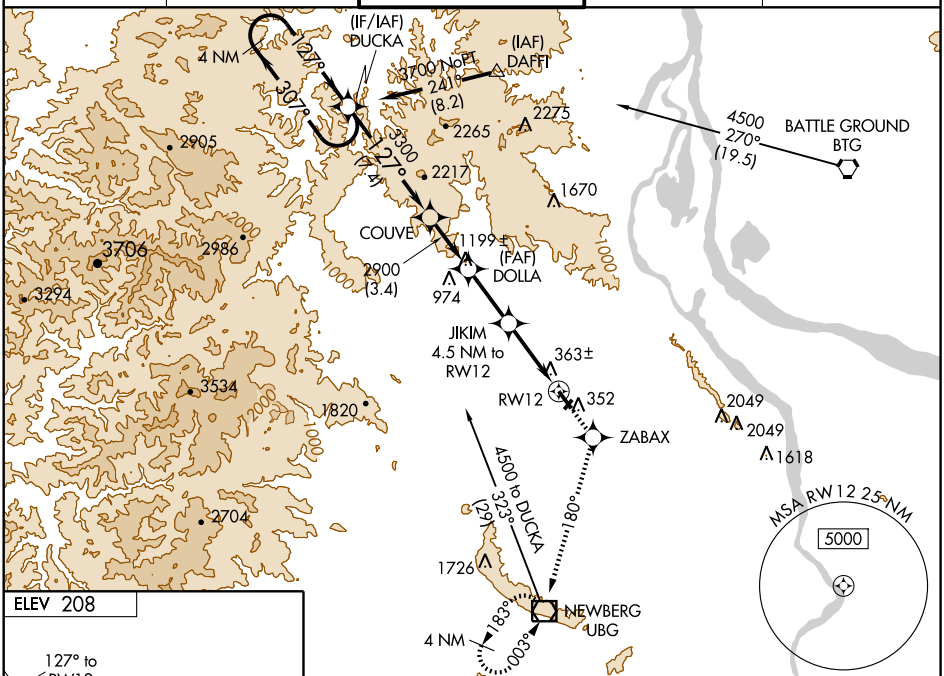
PORTLAND-HILLSBORO (HIO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. For inoperative MALSR when using Portland Intl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats visibility and LNAV Cat D visibility to RVR 6000. VDP and Baro-VNAV NA when using Portland Intl altimeter setting.

MALSR

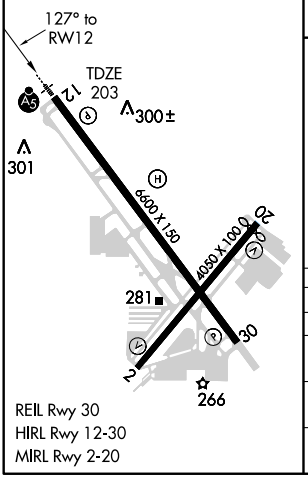
MISSED APPROACH: Climb to 3000 direct ZABAX and on track 180° to UBG VOR/DME and hold.

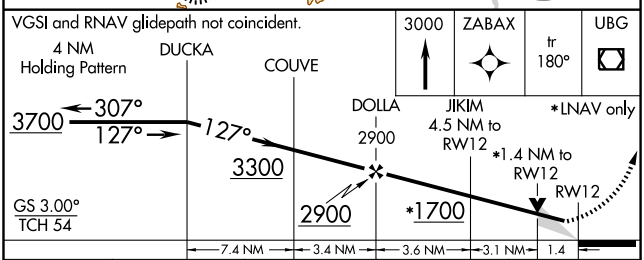
ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) L 239.3	121.7	122.95



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010





CATEGORY	A	B	C	D
LPV DA	403/24 200 (200-½)			
LNAV/VNAV DA	650/50 447 (500-1)			
LNAV MDA	680/24 477 (500-½)		680/40 477 (500-¾)	680/50 477 (500-1)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

WAAS	APP CRS	Rwy Idg	6600
CH 69417	308°	TDZE	204
W30A		Apt Elev	208

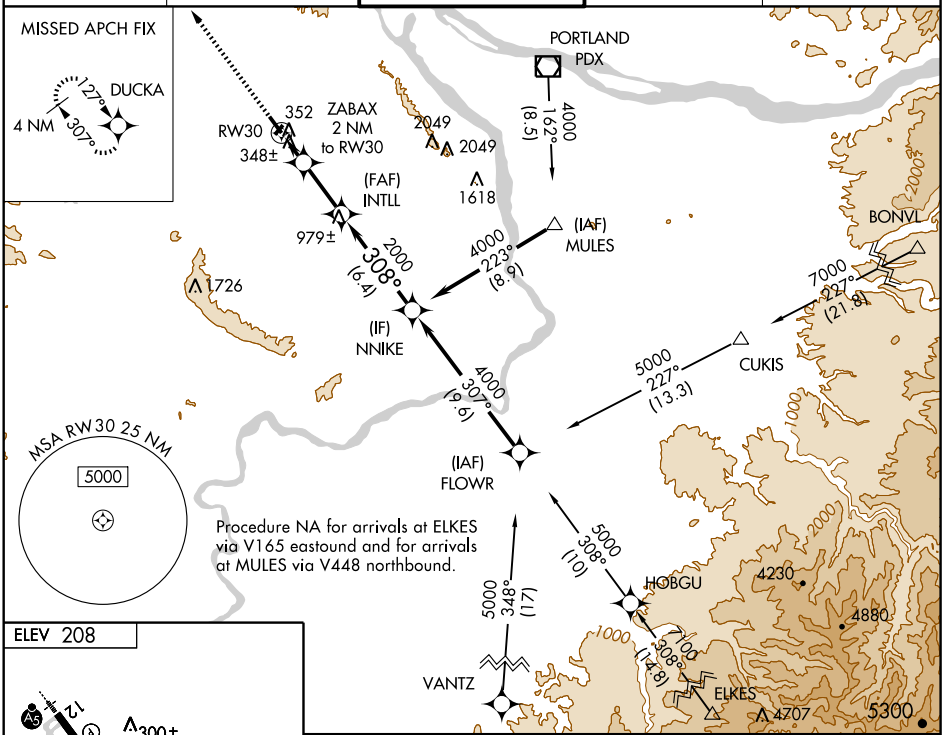
RNAV (GPS) RWY 30

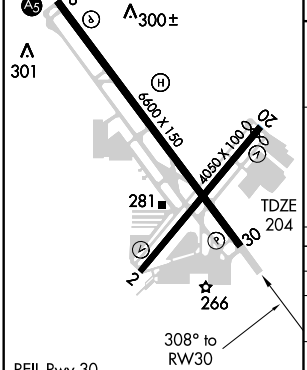
PORTLAND-HILLSBORO (HIO)

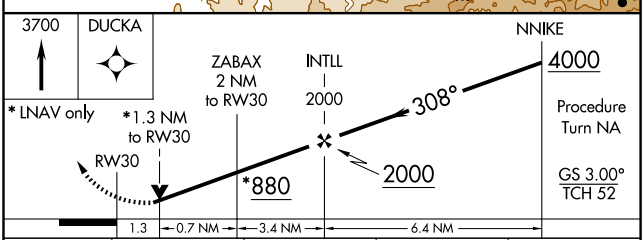
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Portland Intl altimeter setting. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct DUCKA and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) 239.3	121.7	122.95





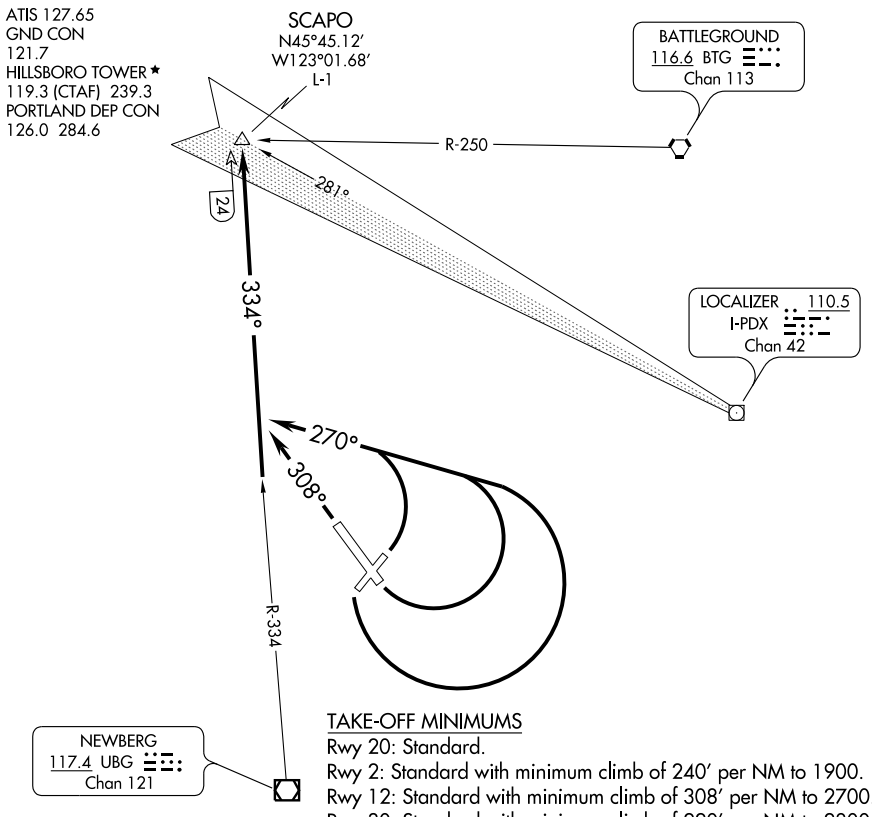


CATEGORY	A	B	C	D
LPV DA	589-1¼ 385 (400-1¼)			
LNAV/VNAV DA	657-1½ 453 (500-1½)			
LNAV MDA	660-1 456 (500-1)		660-1¼ 456 (500-1¼)	660-1½ 456 (500-1½)
CIRCLING	680-1 472 (500-1)		680-1½ 472 (500-1½)	760-2 552 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

SCAPO FIVE DEPARTURE

SL-5063 (FAA)



TAKE-OFF MINIMUMS

Rwy 20: Standard.
Rwy 2: Standard with minimum climb of 240' per NM to 1900.
Rwy 12: Standard with minimum climb of 308' per NM to 2700.
Rwy 30: Standard with minimum climb of 220' per NM to 2800.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.
Terrain left and right of centerline beginning at DER up to 302' MSL.
Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.
Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.
Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.
Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.
Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.
Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.
Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12, 20: Climbing left turn heading 270°, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 308°, thence . . . .

. . . . Intercept and proceed via UBG VOR/DME R-334 to SCAPO INT/UBG 24 DME, thence via (assigned route).

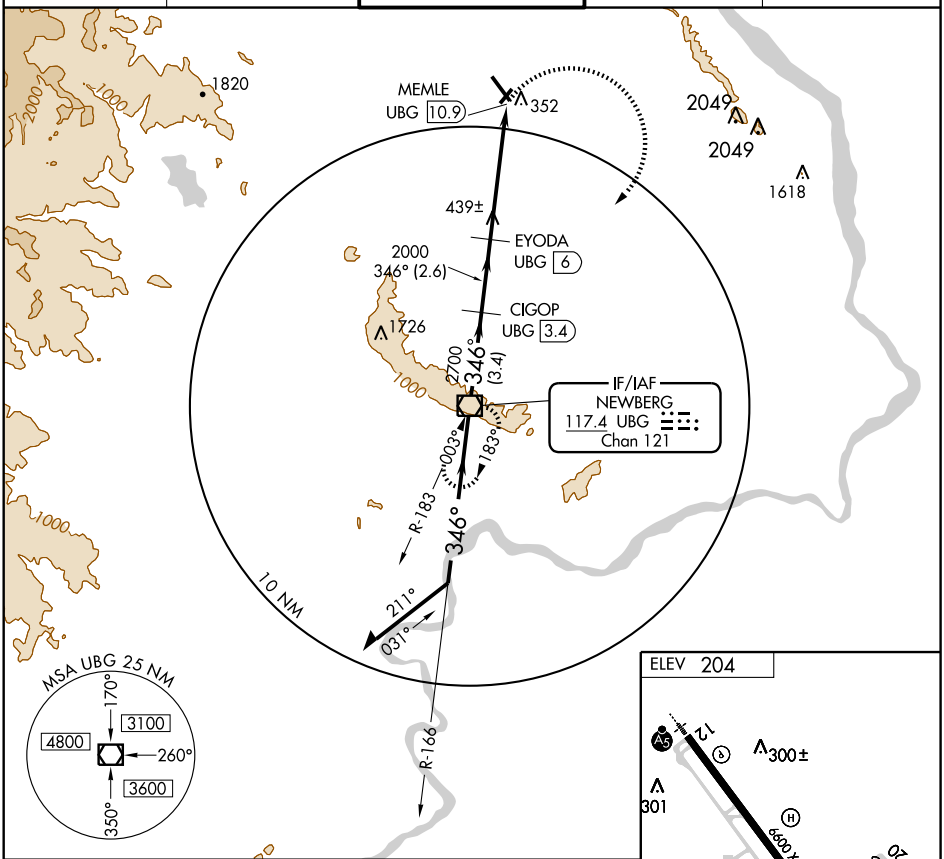
NW-1, 23 SEP 2010 to 21 OCT 2010

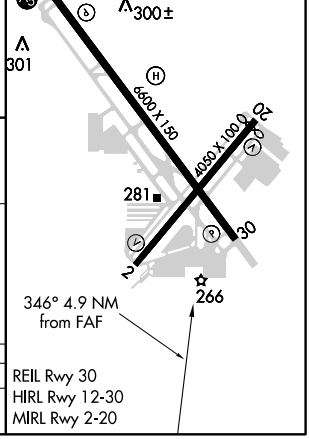
VOR/DME UBG	APP CRS	Rwy Idg	N/A
117.4	346°	TDZE	N/A
Chan 121		Apt Elev	204

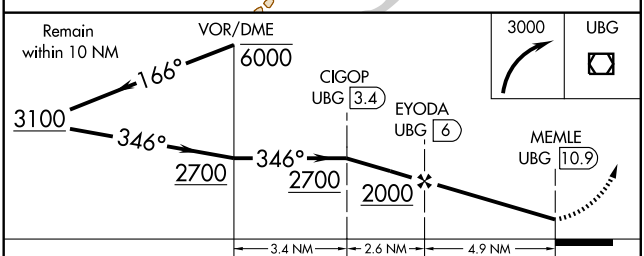
VOR/DME-C
PORTLAND-HILLSBORO (HIO)

MISSED APPROACH: Climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS	PORTLAND APP CON	HILLSBORO TOWER★	GND CON	UNICOM
127.65	126.0 284.6	119.3 (CTAF) Ⓛ 239.3	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	700-1 496 (500-1)		700-1½ 496 (500-1½)	760-2 556 (600-2)

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 2-20

NW-1, 23 SEP 2010 to 21 OCT 2010

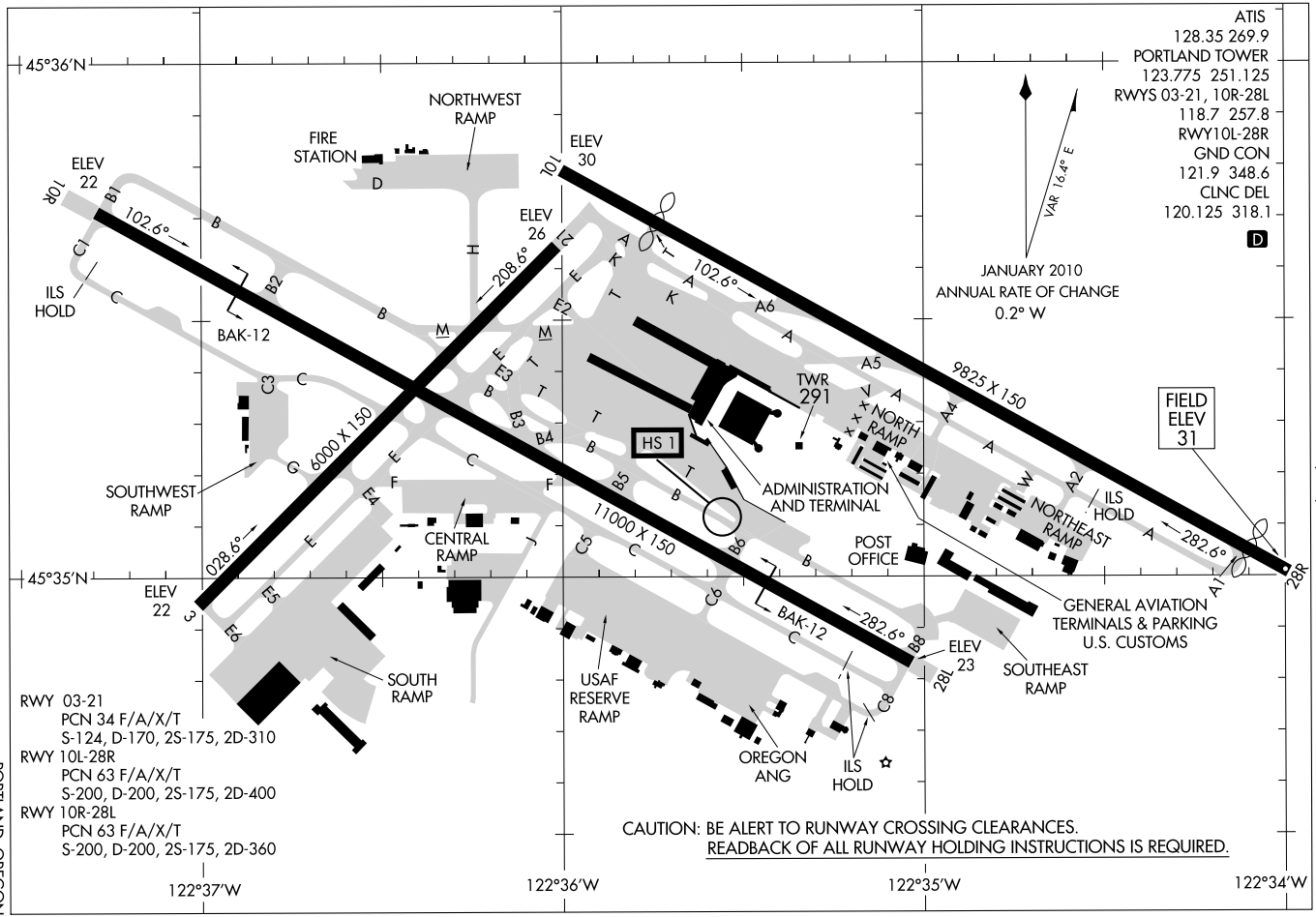
AIRPORT DIAGRAM

10266

AIRPORT DIAGRAM

PORTLAND INTL (PDX)

PORTLAND, OREGON

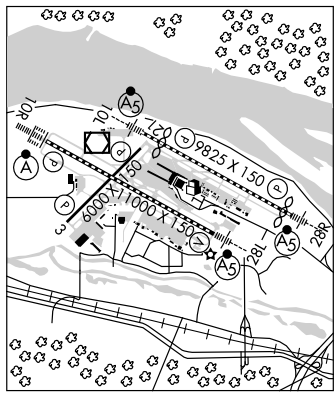


AL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON

PORTLAND INTL (PDX)(KPDX) CIV/MIL/AFRC/ANG 4 NE UTC−8(−7DT) N45°35.32′ W122°35.81′ **SEATTLE**
31 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E NOTAM FILE PDX **H–1B, L–1C**
RWY 10R–28L: H11000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–360 **IAP, DIAP, AD**
PCN 63 F/A/X/T HIRL CL
RWY 10R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 71′. Rgt tfc.
RWY 28L: MALSR. VASI(V4L)—GA 3.0° TCH 60′.
RWY 10L–28R: H9825X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400 PCN 63 F/A/X/T HIRL CL
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 1290′.
RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 65′. Thld dsplcd 535′. Road. Rgt tfc.
RWY 03–21: H6000X150 (ASPH–GRVD) S–124, D–170, 2S–175, 2D–310 PCN 34 F/A/X/T MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.3° TCH 60′.
RWY 21: REIL. PAPI(P4R)—GA 3.6° TCH 32′. Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 10L:	TORA–9825	TODA–9825	ASDA–9825	LDA–8535
RWY 10R:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 21:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 28L:	TORA–11000	TODA–11000	ASDA–11000	LDA–11000
RWY 28R:	TORA–9825	TODA–9825	ASDA–9825	LDA–9290

ARRESTING GEAR/SYSTEM
RWY 10R BAK–14 BAK–12A(B) (1625′) BAK–14 BAK–12A(B) (2000′) **RWY 28L**
MILITARY SERVICE: A–GEAR BAK–12A(B) Rwy 10R and 28L cable raised by BAK–14 device on request to twr. Not inspected for opr capability weekend or holiday. **JASU** (AM32A–60) 4(A/M32A–86) (MC–11) 1(MA–1A)
FUEL A, J8(Mil) (NC–100LL, Jet A) A (Air BP—Flightcraft Inc., C603–331–4220.) **FLUID** LHOXRB
OIL O–128–133–148(Mil)
AIRPORT REMARKS: Attended continuously. Arpt CLOSED to non–powered acft except in emergencies. Migratory and wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep–Apr, expect high number of birds year around; check local advisories. Construction on Rwy 10L–28R in progress. See NOTAMS for current information. Rwy 28R perimeter road at 200′ from rwy thld and 408′ right from rwy extended centerline. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM W of Rwy 10L thld on extended centerline. Rwy 21 clsd to Height Group IV acft with cockpit to wheel height greater than 22′. Rwy 28R road in levee 480′ right. Rwy 28R 19′ levee located approximately parallel to rwy centerline extended at 200′ from thld. Dike located approximately 408′ from rwy centerline extended. Noise abatement procedures in effect call noise office, 503–460–4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L. Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R–28L and Rwy 10L–28R. Twy T between the North Ramp and the General Aviation Ramp clsd to through tfc. Twy W between Twy A and the general aviation ramp clsd to acft with wingspan greater than 95′. Acft with wingspan between 79′ and 95′, must be towed. Twy K between the north ramp and the general aviation ramp clsd to through tfc. Twy F between Rwy 10R–28L and Twy C clsd to acft over 65,000 pounds. Twy F clsd to non–Part 139 acft with wingspan greater than 194′. Twy F clsd to Part 139 acft with wingspan greater than 108′. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the northwest ramp or the north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118′ and greater. Twy J clsd to acft with a wingspan greater than 171′. Acft with wingspan between 125′ and 171′ on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135′. Acft with wingspan greater than 91′ prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighing in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10L and Rwy 28R MALSR OTS indef. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Flight Notification Service (ADCUS) available.
MILITARY REMARKS: ANG See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird conditions exist. Phase I May–Oct, Phase II Nov–Apr. Current bird watch conditions are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500–2300Z‡ Mon–Fri exc holiday, DSN 638–4390, C503–335–4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Tran quarters not avbl.
WEATHER DATA SOURCES: ASOS (C503) 284–6771. WSP.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D-ATIS 128.35 269.9 503 493–7557.

UNICOM 122.95

Ⓡ **APP CON** 124.35 299.2 (280°–099°) 118.1 (100°–279°) 284.6 (100°–279°)

TOWER 118.7 257.8 (Rwy 10L–28R) 123.775 251.125 (Rwy 03–21 and Rwy 10R–28L)

GND CON 121.9 132.275 348.6 **CLNC DEL** 120.125 318.1

Ⓡ **DEP CON** 124.35 299.2 (280°–099°) 118.1 284.6 (100°–279°) 127.85 290.3

ANG BASE OPS 281.2 (Portland Guard OPS/Guard Comd Post)

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 160° 9.6 NM to fld. 253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62′ W122°36.38′ at fld. 23/20E.

VOR/DME unusable:

001°–024°
025°–039° byd 30 NM
131°–230°
322°–351°
351°–001° byd 20 NM blo 5,500′
351°–001° byd 34 NM blo 6,500′

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68′ at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

ILS/DME 111.3 I–VDG Chan 50 Rwy 10L. Class IT.

ILS 110.5 I–PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I–IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I–GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course

ILS 110.5 I–JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420′ due to GS reversal 0.9 NM fm Rwy 28L thld.

BONVL SIX ARRIVAL (BONVL.BONVL6) 10098

PORTLAND APP CON
124.35 299.2
ATIS
128.35 269.9

KIMBERLY TRANSITION (IMB.BONVL6): From over IMB VORTAC via IMB R-287 to DUFUR, then via PDX R-079 to BONVL, Thence. . . .

KLICKITAT TRANSITION (LTJ.BONVL6): From over LTJ VOR/DME via LTJ R-230 to BONVL. Thence. . . .

PENDLETON TRANSITION (PDT.BONVL6): From over PDT VORTAC via PDT R-241 to DUFUR, then via PDX R-079 to BONVL. Thence. . . .

....From over BONVL :

Landing East - via PDX R-079 to REEDI DME fix. Depart REEDI DME fix heading 280° for radar vectors to final approach course.

Landing West - via PDX R-079 to REEDI DME fix, for radar vectors to final approach course.

BATTLE GROUND
116.6 BTG
Chan 113
N45° 44.87′ - W122° 35.49′

COLUMBIA
CBU
Chan 29
N45°35.32′
W122°36.68′

PORTLAND
111.8 PDX
Chan 55
N45°35.62′
W122°36.38′

KLICKITAT
112.3 LTJ
Chan 70
N45° 42.82′ - W121° 06.05′
L-13, H-1

PENDLETON
114.7 PDT
Chan 94
N45° 41.91′ - W118° 56.32′
L-13, H-1

KIMBERLY
115.6 IMB
Chan 103
N44° 38.90′ - W119° 42.70′
L-13, H-1

HADIE
N45°35.83′-W121°34.28′
PROP/TURBOPROP
Landing West:
8000
Maintain 8000.

ARNIT
N45°33.04′
W120°13.67′

REEDI
N45°33.72′-W122°19.51′
TURBOJETS Landing East:
250 KIAS

BONVL
N45°30.80′-W121°54.24′
PROP/TURBOPROP:

HOODD
N45°29.64′
W121°44.42′

RAINR
N45°28.29′
W121°33.22′

DUFUR
N45°25.72′
W121°12.22′
FL200

LARNO
N44°59.82′
W120°22.12′

280° R-079 12 259° (18) 30 8000 (7) 37 10000 (8) 45 13000 259° (15) 60 (42) FL200 241° (55) (44) FL200 287° (35) 8000 230° (21) R-212 R-173 R-070 36 (15)

All Transitions Landing East: 12000 Maintain 12000.

PDT/IMB Transitions Landing West: 8000 Maintain 8000.

TURBOJET:

All Transitions Landing East: 14000 300 KIAS
Maintain 14000.

All Transitions Landing West: 10000 250 KIAS
Maintain 10000.

CAUTION: Intermittent glider activity at and below 17500 MSL between RAINR and BONVL.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

N

ST-330 (FAA)

PORTLAND, OREGON
PORTLAND INTL

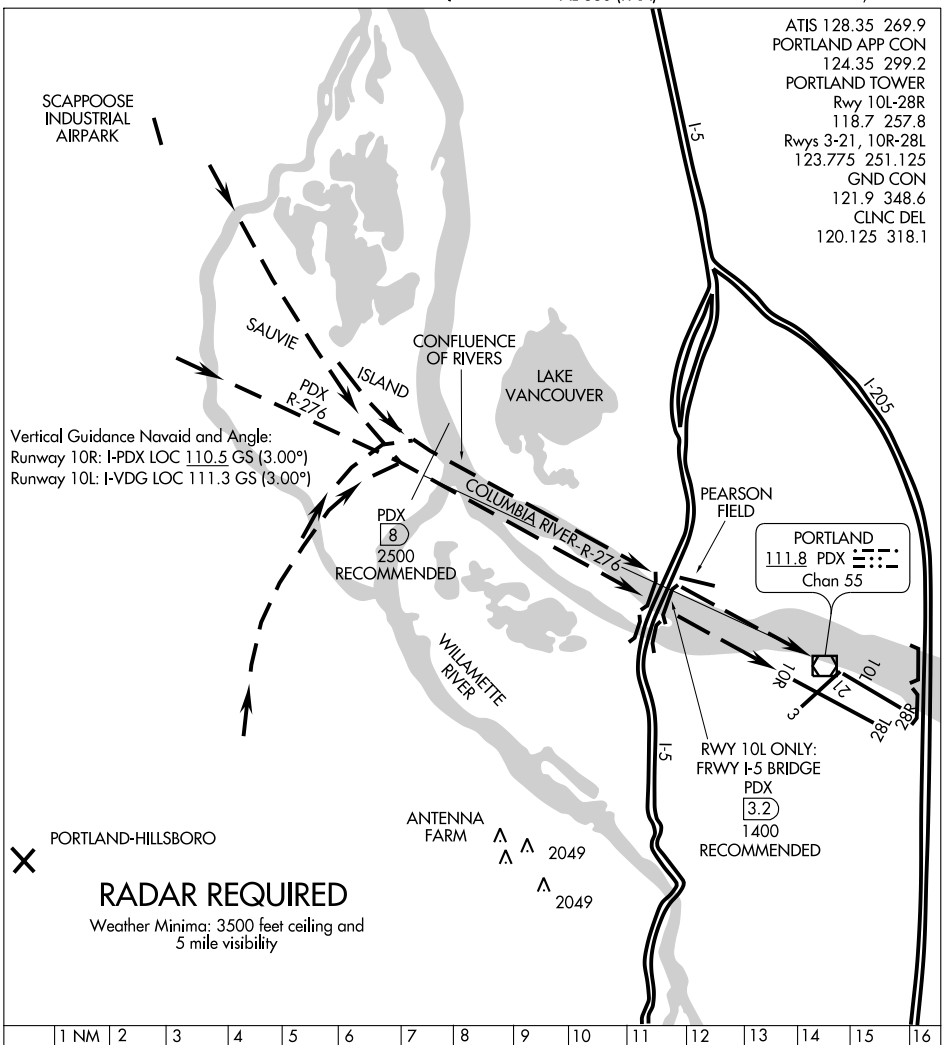
BONVL SIX ARRIVAL (BONVL.BONVL6) 10098

PORTLAND, OREGON
PORTLAND INTL

COLUMBIA VISUAL RWY 10L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



PROCEDURE NOT AUTHORIZED AT NIGHT.

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

45°35'N-122°36'W

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 23 SEP 2010 to 21 OCT 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

PORTLAND, OREGON

(HELNS.HELNS4) 03135

HI-ILS or LOC/DME RWY 10R

LOCALIZER I-PDX	APCH CRS	Rwy ldg 11,000
110.5 Chan 42	101°	TDZE 24
		Arpt Elev 31

JAL-330 [USAF]

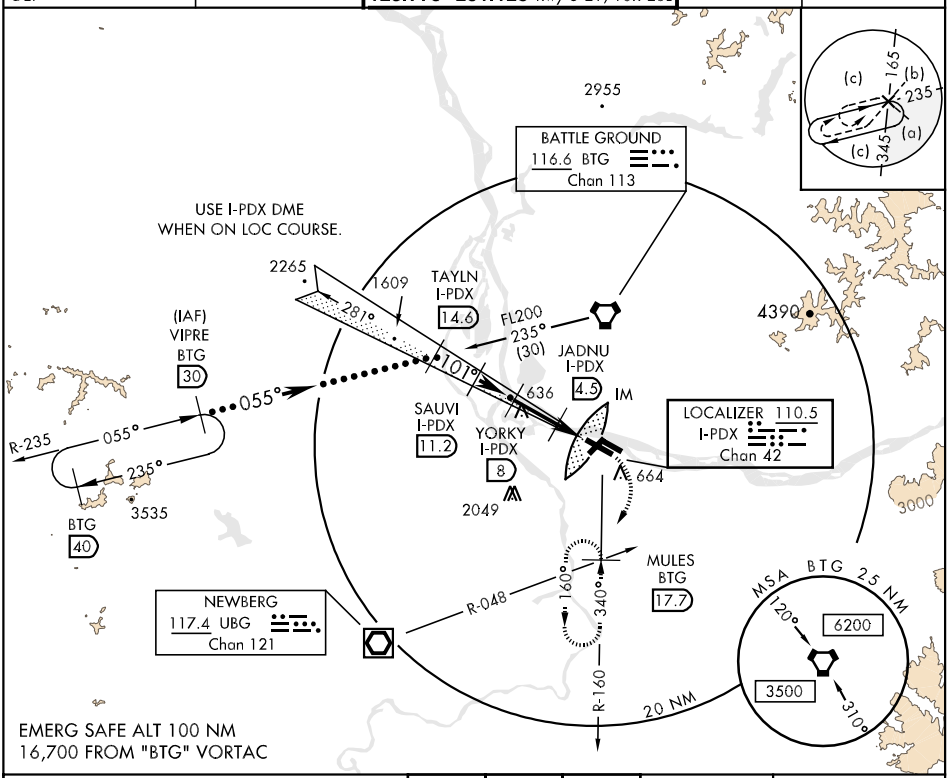
PORTLAND INTL (KPDX)

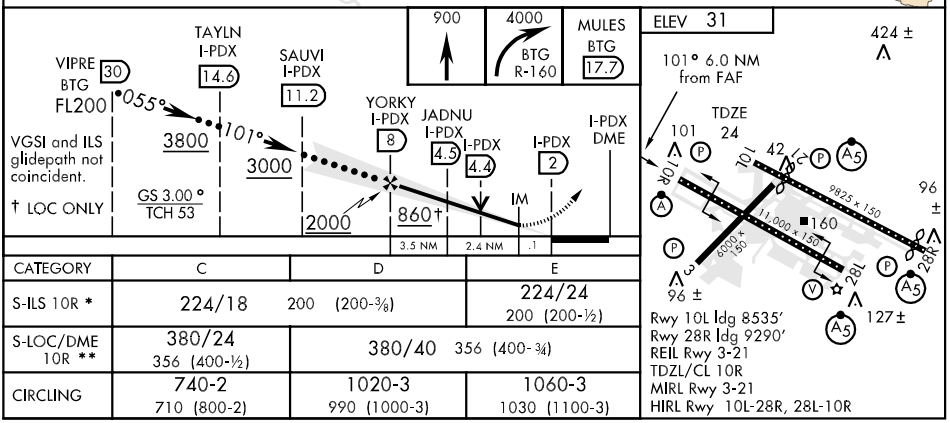
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG VORTAC R-160 to MULES and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775 251.125 Rwy 3-21, 10R-28L		





CATEGORY	C	D	E
S-ILS 10R *	224/18 200 (200-⅜)		224/24 200 (200-½)
S-LOC/DME 10R **	380/24 356 (400-½)	380/40 356 (400-¾)	
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HI-ILS or LOC/DME RWY 28R

LOCALIZER I-IAP	APCH CRS	Rwy ldg	9290
111.3	279°	TDZE	31
Chan 50		Arpt Elev	31

JAL-330 [USAF]

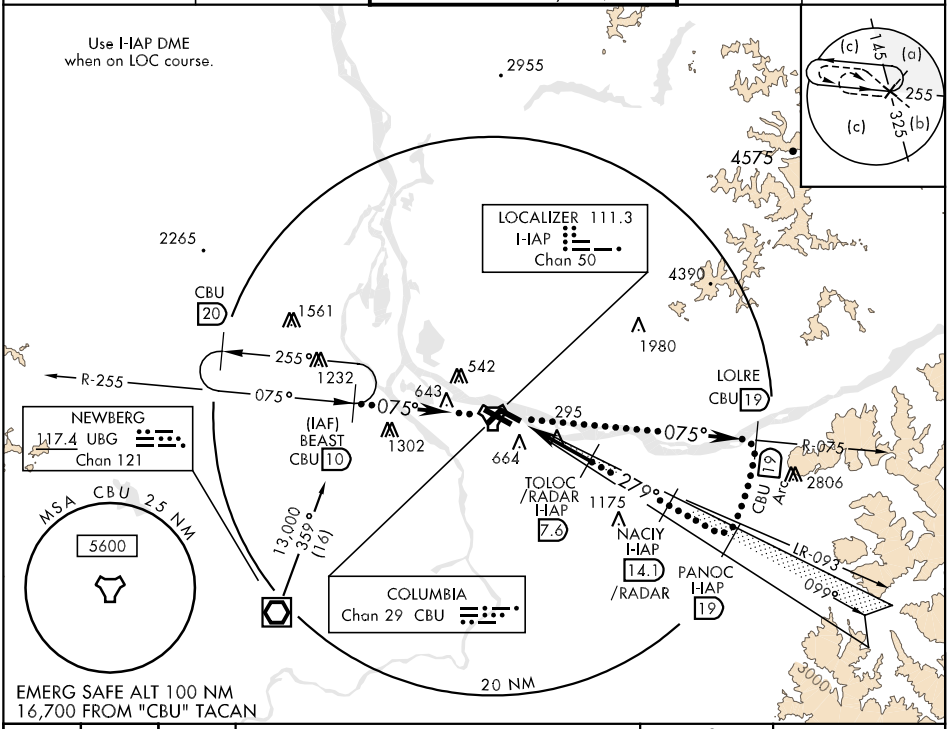
PORTLAND INTL (KPDX)

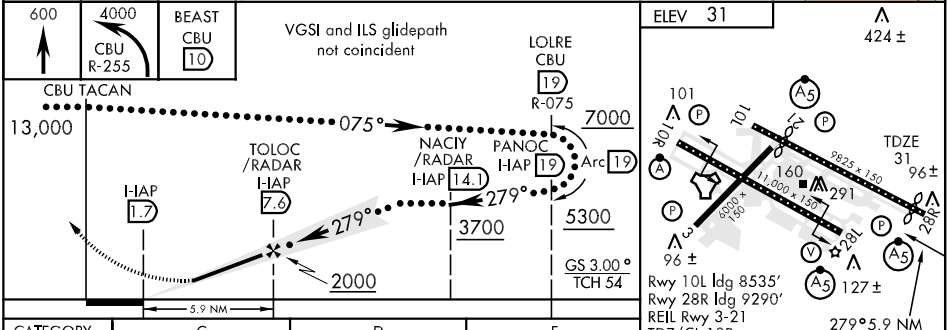
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
** Circling NA at night to Rwy 3.

MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-255 to BEAST INT/CBU 10 DME and hold, continue climb in holding to 4000.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7	257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775	251.125 Rwy 3-21, 10R-28L		





CATEGORY	C	D	E
S-ILS 28R	281/50	250	(300-1)
S-LOC 28R*	560/50 529 (600-1)	560/60 529	(600-1¼)
CIRCLING**	760-2 729 (800-2)	1000-3 969 (1000-3)	1160-3 1129 (1200-3)

LOC FAF to MAP 5.9 NM

Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:32	1:58	1:46

HI-ILS or LOC/DME RWY 28R

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 10R

TACAN	APCH CRS	Rwy ldg	11,000
CBU Chan 29	106°	TDZE	24
		Arpt Elev	31

JAL-330 [USAF]

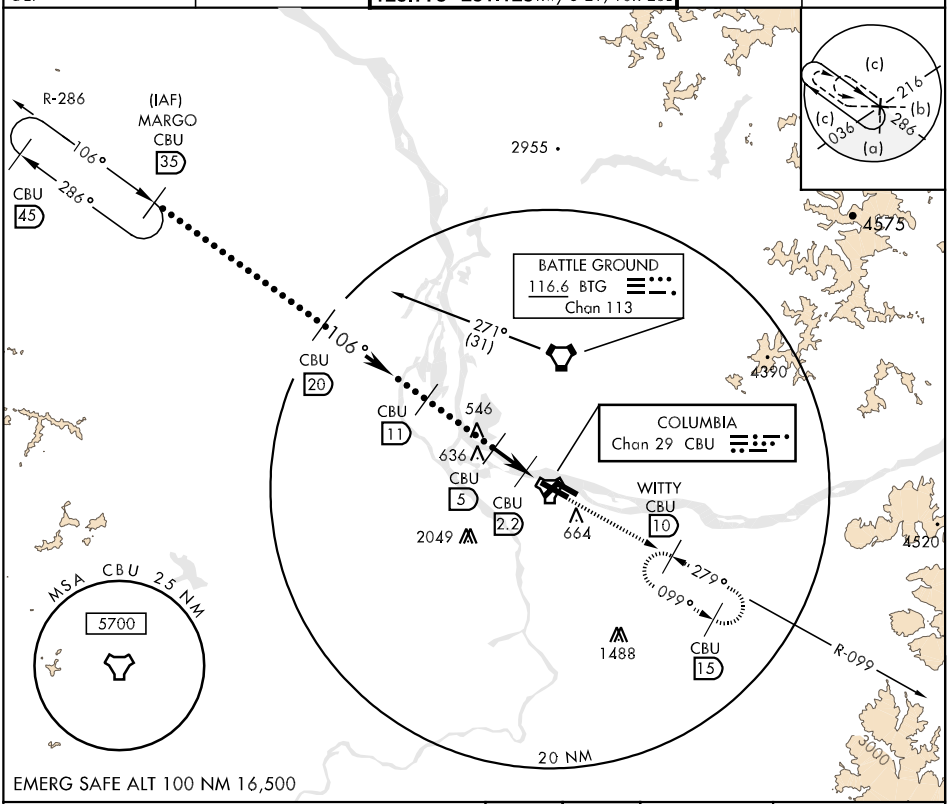
PORTLAND INTL (KPDX)

* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile.

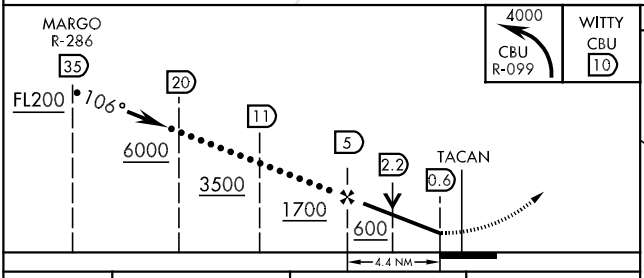
ALSF-2

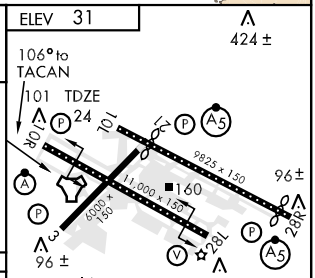
MISSED APPROACH: Climb to 4000 via CBU TACAN R-099 to WITTY/CBU 10 DME and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
ARR 128.35 269.9	124.35 299.2	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
DEP 120.625 239.25		123.775 251.125 Rwy 3-21, 10R-28L		



EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-10R *	380/24 356 (400-½)	380/50 356 (400-1)	
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

Rwy 10L ldg 8535'
Rwy 28R ldg 9290'
REIL Rwy 3-21
TDZL/CL 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R, 28L-10R

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

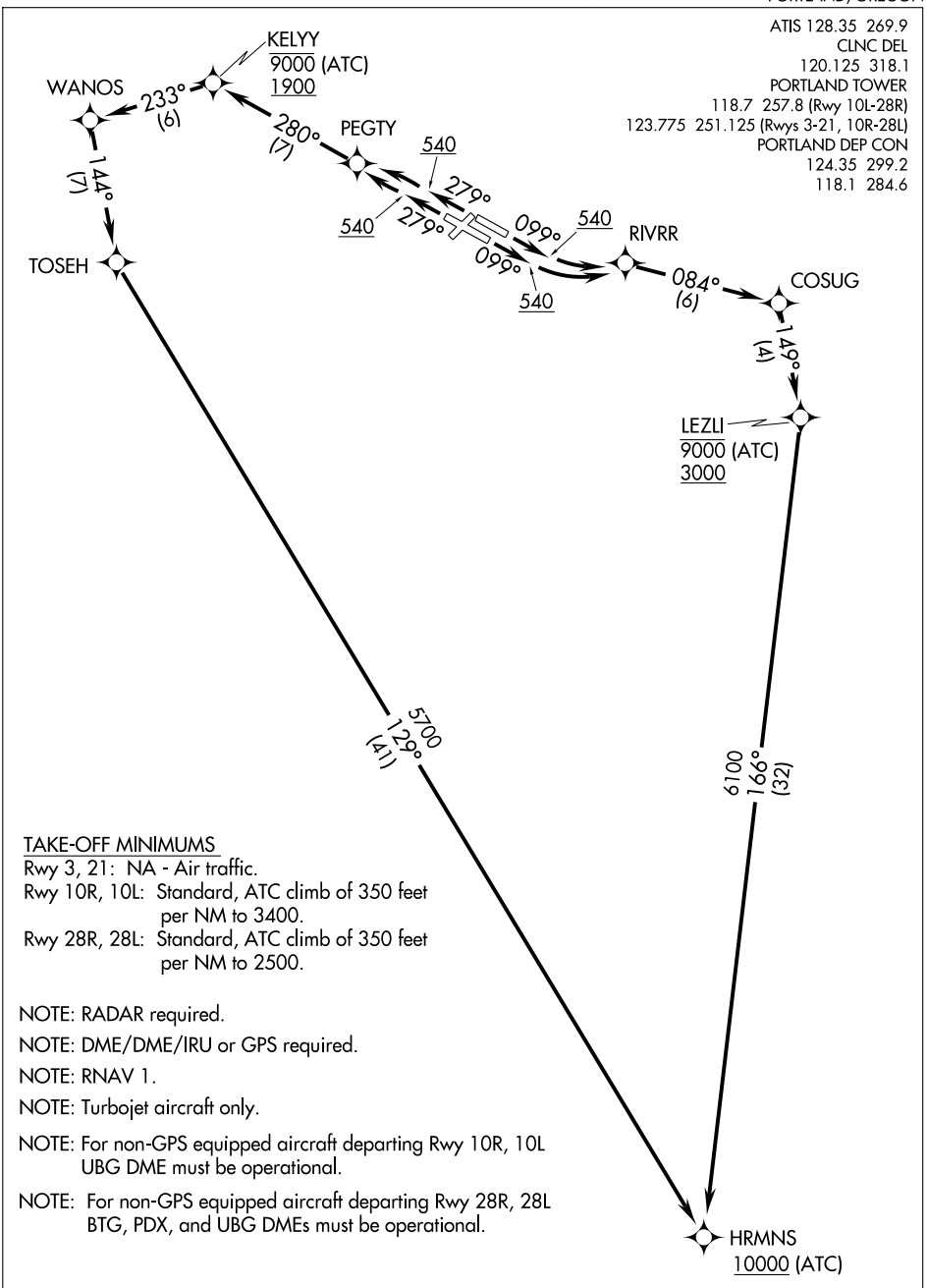
23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

HRMNS ONE DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.
Rwy 10R, 10L: Standard, ATC climb of 350 feet per NM to 3400.
Rwy 28R, 28L: Standard, ATC climb of 350 feet per NM to 2500.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L UBG DME must be operational.

NOTE: For non-GPS equipped aircraft departing Rwy 28R, 28L BTG, PDX, and UBG DMEs must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HRMNS ONE DEPARTURE (RNAV)

PORTLAND, OREGON
PORTLAND INTL (PDX)

(HRMNS1.HRMNS) 09239

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

....maintain assigned altitude, expect filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

NW-1, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 10L

PORTLAND INTL (PDX)

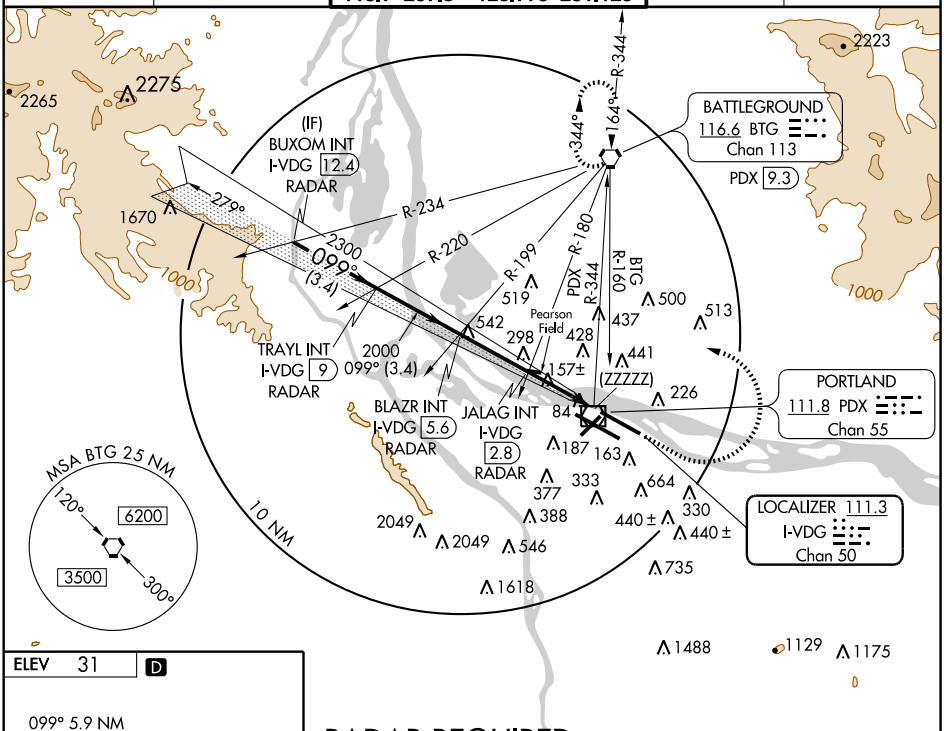
LOC/DME I-VDG	APP CRS	Rwy Idg	8535
111.3	099°	TDZE	30
Chan 50		Apt Elev	31

T A For inoperative MALSR, increase S-ILS 10L visibility to RVR 5000 all Cats.

MALSR (A5)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200, or as directed by ATC.

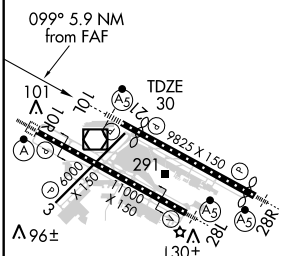
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

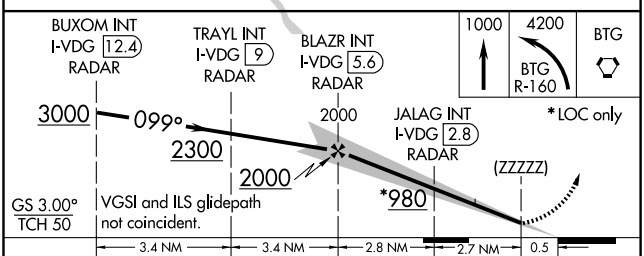
ELEV 31 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10L	293/24 263 (300-½)			
S-LOC 10L	420/24 390 (400-½)			420/40 390 (400-¾)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

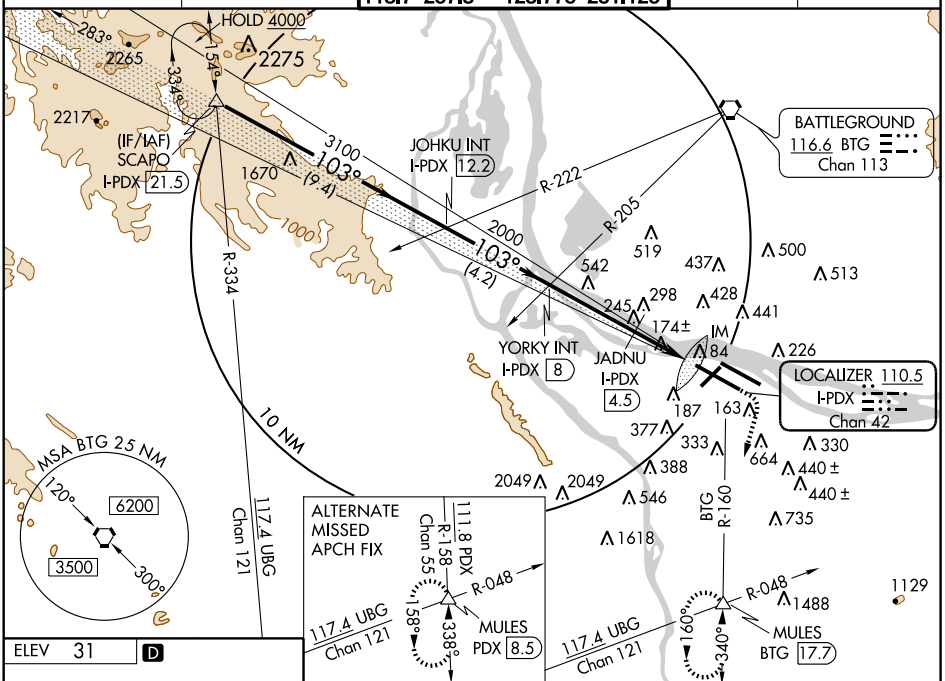
LOC/DME I-PDX	APP CRS	Rwy Idg	11000
110.5	103°	TDZE	24
Chan 42		Apt Elev	31

For inoperative ALSF-2 S-ILS 10R Cat E visibility to RVR 4000.
For inoperative ALSF-2 S-LOC 10R Cat E visibility to 3 miles.
For inoperative ALSF-2 increase JANDU fix minimums S-LOC 10R Cat E visibility to 1½ miles.

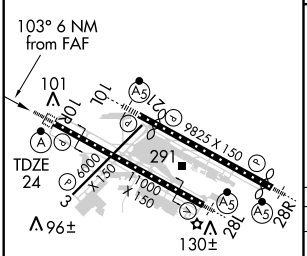
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via BTG VORTAC R-160 to MULES INT/BTG VORTAC 17.7 DME and hold, continue climb-in-hold to 4000, or as directed by ATC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

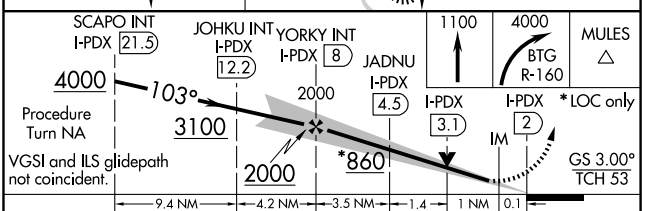


ELEV 31 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D	E
S-ILS 10R	224/18 200 (200-½)				224/24 200 (200-½)
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-2 836 (900-2)	860-2¼ 836 (900-2¼)	860-2½ 836 (900-2½)
CIRCLING	860-1 829 (900-1)	860-1¼ 829 (900-1¼)	860-1½ 829 (900-1½)	1000-3 969 (1000-3)	1160-3 1129(1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24 416 (500-½)		440/40 416 (500-¾)		440/50 416 (500-1)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)	1160-3 1129(1200-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-JMJ	APP CRS	Rwy Idg 11000
110.5	279°	TDZE 23
Chan 42		Apt Elev 31

ILS or LOC RWY 28L

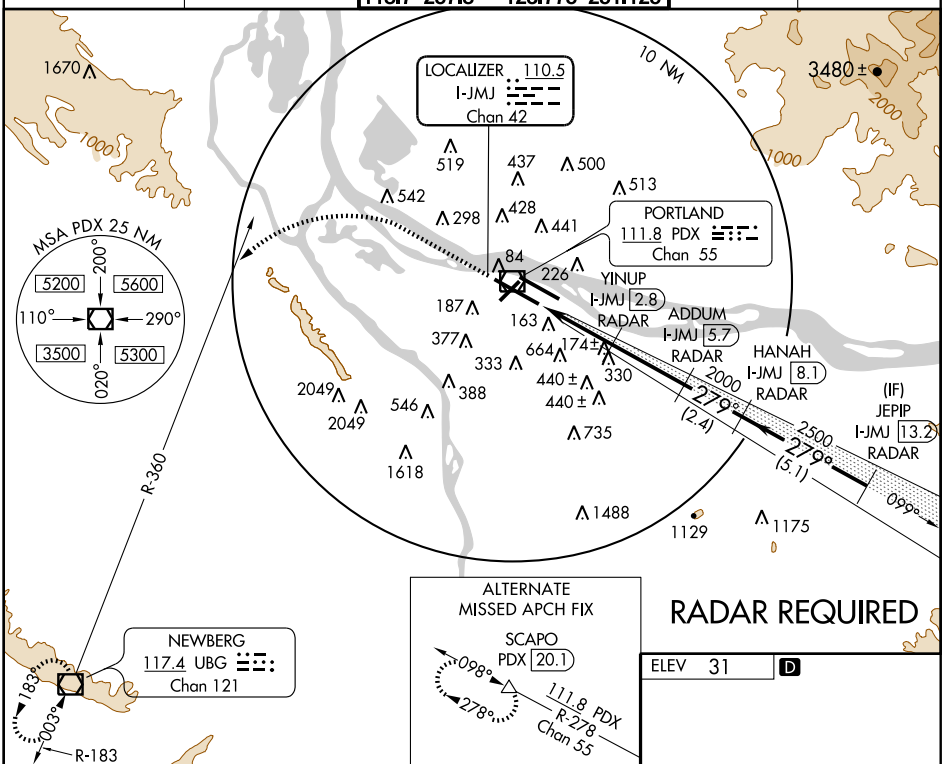
PORTLAND INTL (PDX)

For inoperative MALSR, increase S-ILS 28L visibility to RVR 5000 all Cats and S-LOC 28L Cat E visibility to 1¾ miles. DME or RADAR required. Autopilot coupled approach NA below 580.

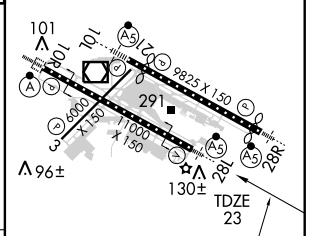
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 via UBG VOR/DME R-360 to UBG VOR/DME and hold, or as directed by ATC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

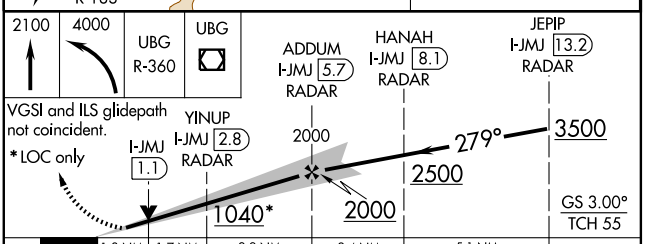


ELEV 31	D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

279° 5.9 NM from FAF



CATEGORY	A	B	C	D	E
S-ILS-28L	306/24 283 (300-½)				
S-LOC-28L	520/24 497 (500-½)		520/40 497 (500-¾)	520/50 497 (500-1)	520/60 497 (500-1¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)	1160-3 1129 (1200-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-IAP	APP CRS	Rwy Idg	9290
111.3	279°	TDZE	31
Chan 50		Apt Elev	31

ILS or LOC RWY 28R

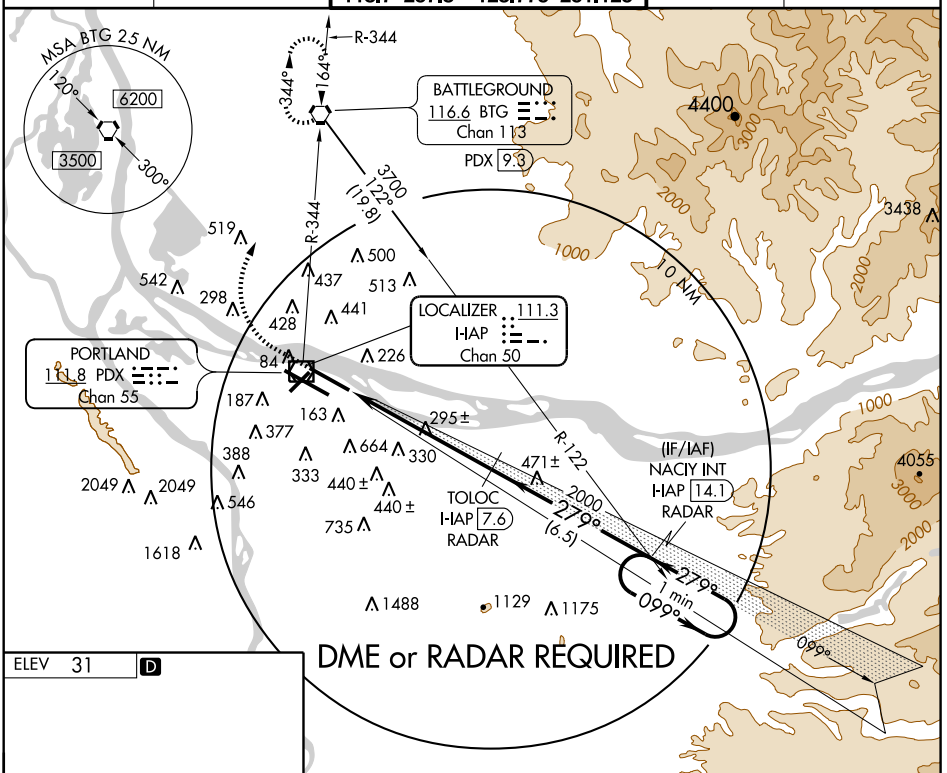
PORTLAND INTL (PDX)

Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 28R all Cats and S-LOC 28R Cats A and B. DME required for holding at NACIY.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200, or as directed by ATC.

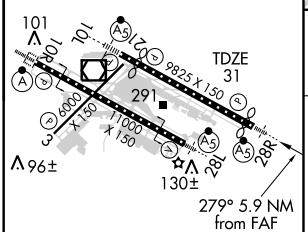
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



NW-1, 23 SEP 2010 to 21 OCT 2010

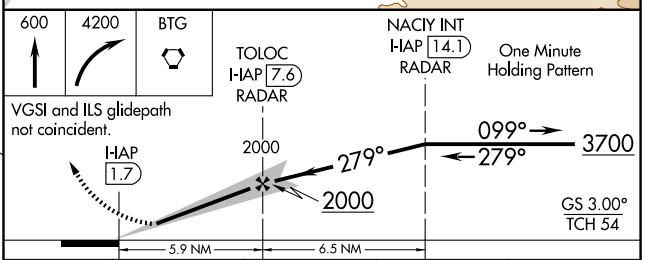
NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 31 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 28R	281/50 250 (300-1)			
S-LOC 28R	560/50 529 (600-1)			560/60 529 (600-1¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

LOC/DME I-PDX	APP CRS	Rwy Idg 11000
110.5	103°	TDZE 24
Chan 42		Apt Elev 31

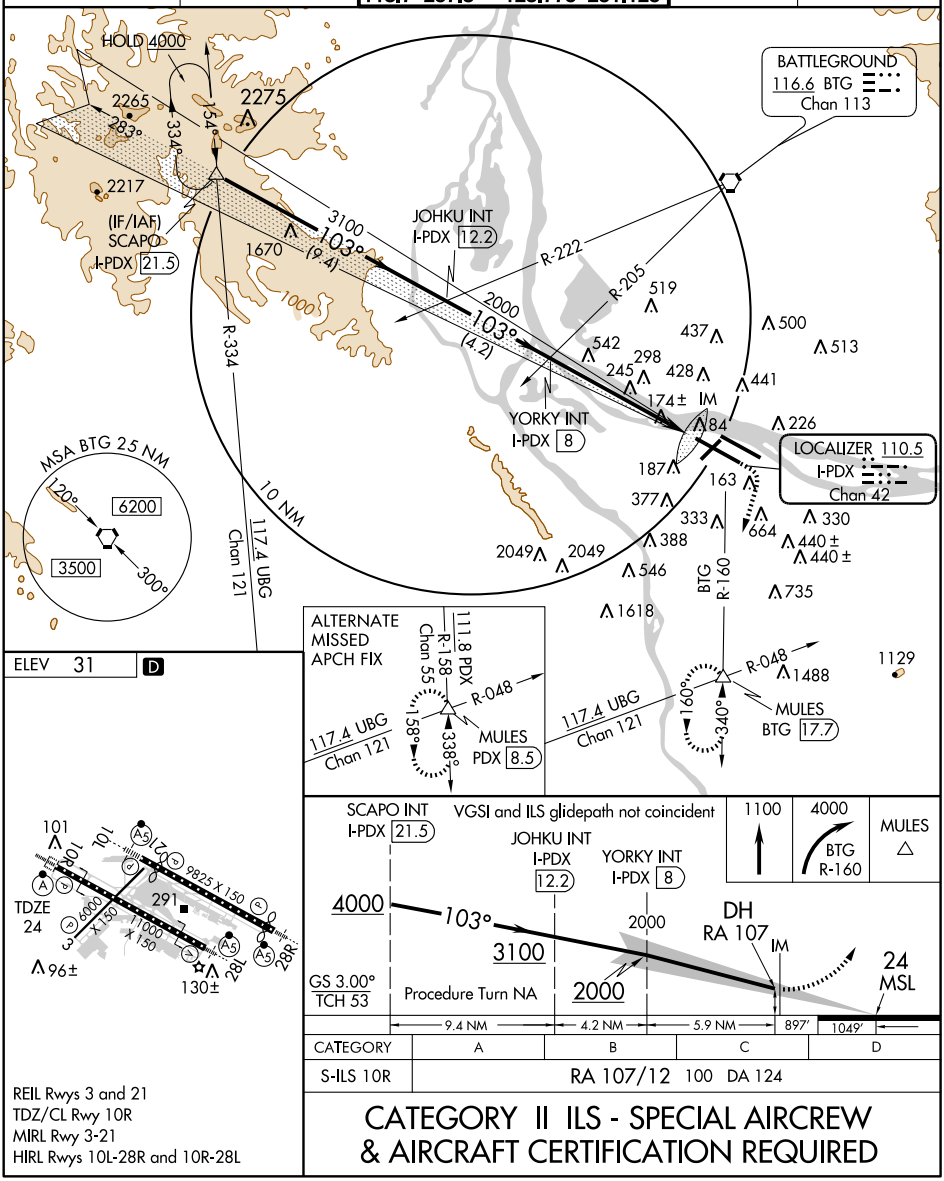
ILS RWY 10R (CAT II)

PORTLAND INTL (PDX)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via BTG VORTAC R-160 to MULES INT/BTG 17.7 DME and hold, continue climb-in-hold to 4000, or as directed by ATC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



ELEV 31 D

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

CATEGORY	A	B	C	D
S-ILS 10R	RA 107/12 100 DA 124			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

ILS RWY 10R (CAT III)

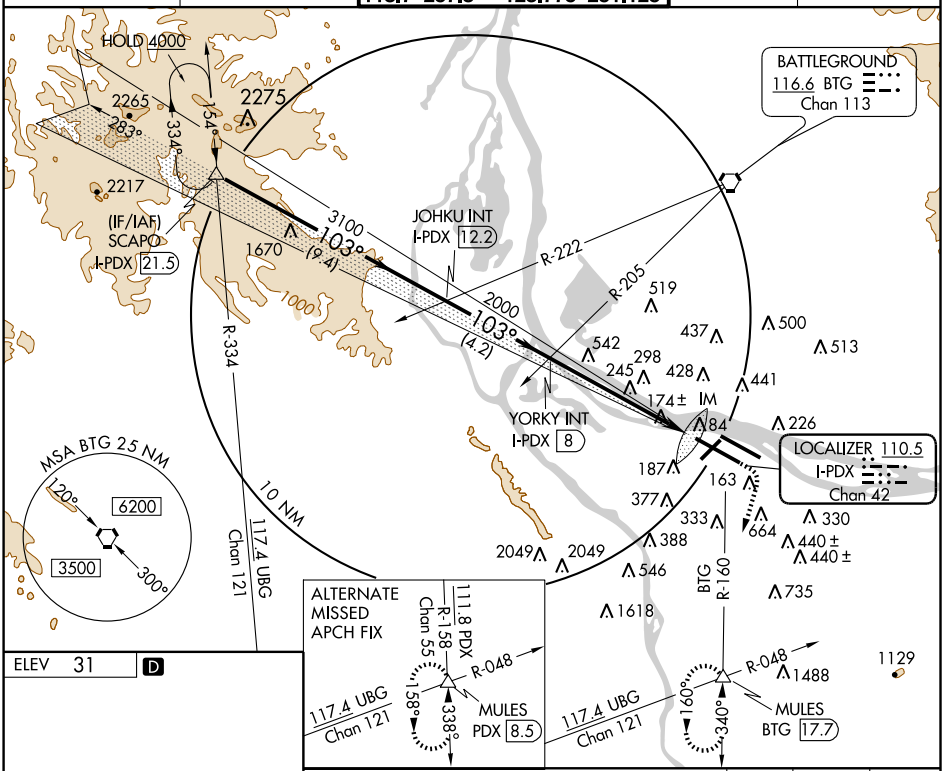
PORTLAND INTL (PDX)

LOC/DME I-PDX	APP CRS	Rwy Idg 11000
110.5	103°	TDZE 24
Chan 42		Apt Elev 31

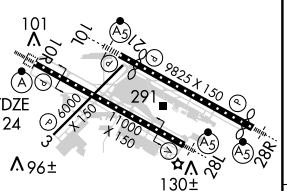
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via BTG VORTAC R-160 to MULES INT/BTG 17.7 DME and hold, continue climb-in-hold to 4000, or as directed by ATC.

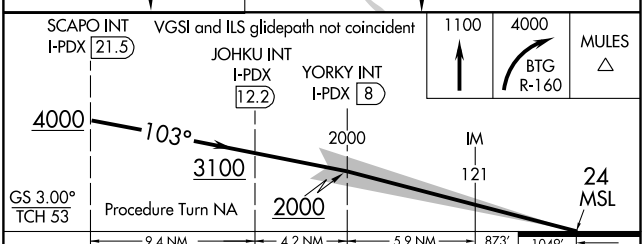
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



ELEV 31 D



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
S-ILS 10R		CAT III a	RVR 07	
S-ILS 10R		CAT III b	RVR 06	
S-ILS 10R		CAT III c	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LAVAA TWO DEPARTURE (RNAV)

(LAVAA2.LAVAA) 10210

PORTLAND, OREGON
PORTLAND INTL (PDX)

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L
UBG and BTG DMEs must be operational for the Yakima Transition.
For non-GPS equipped aircraft departing Rwy 28R, 28L
UBG, BTG and MWH DMEs must be operational for the Pendleton Transition.

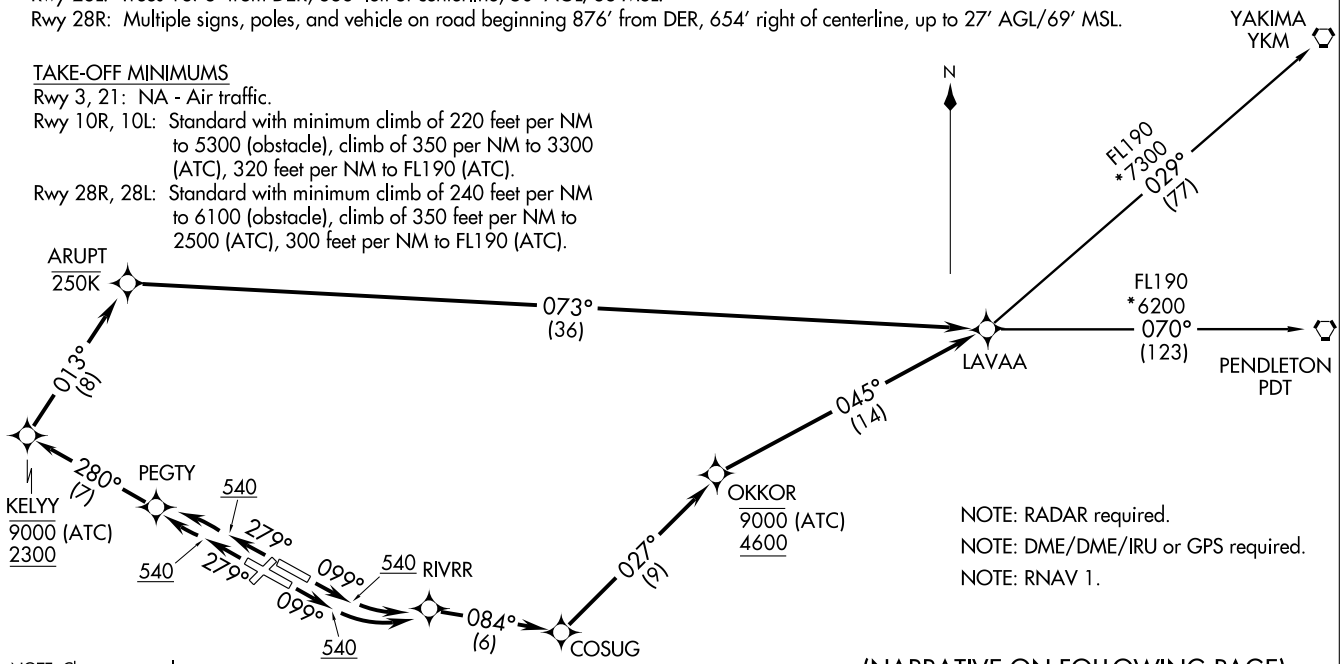
ATIS 128.35 269.9
CLNC DEL
120.125 318.1
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
PORTLAND DEP CON
124.35 299.2 (280°-099°)

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicles on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL.
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88 MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.
Rwy 10R, 10L: Standard with minimum climb of 220 feet per NM to 5300 (obstacle), climb of 350 per NM to 3300 (ATC), 320 feet per NM to FL190 (ATC).
Rwy 28R, 28L: Standard with minimum climb of 240 feet per NM to 6100 (obstacle), climb of 350 feet per NM to 2500 (ATC), 300 feet per NM to FL190 (ATC).



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LAVAA TWO DEPARTURE (RNAV)
(LAVAA2.LAVAA) 10210
PORTLAND INTL (PDX)
PORTLAND, OREGON

SL-330 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

PENDLETON TRANSITION (LAVAA2.PDT)

YAKIMA TRANSITION (LAVAA2.YKM)

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME RWY 21

PORTLAND INTL (PDX)

LOC/DME I-GPO	APP CRS	Rwy Idg 6000
108.9	205°	TDZE 23
Chan 26		Apt Elev 31

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4200 via BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200, or as directed by ATC.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 / Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1

ALTERNATE MISSED APCH FIX

SCAPO
PDX 20.1
098°
278°
111.8 PDX
R-278
Chan 55

BATTLEGROUND
116.6 BTG
Chan 113

R-344
344°
164°
R-160
5700
054°
(12.5)

(IF/IAF)
CREAK INT
I-GPO 18.7
205°
340°
160°
025°
3920
1774
2223
R-054
5300
205° (1.4)
NULRE
I-GPO 17.3
3500
205° (3)
4400
205° (3)
YIPYU
I-GPO
14.3
COVDU
I-GPO 11.3
2300
205°
(4)
HUDUT
I-GPO 7.3
JAXAG
I-GPO 4.1
LOCALIZER 108.9
I-GPO
Chan 26
MSA BTG 25 NM
120°
300°
6200
3500
10 NM
4381
4560
3280
3550
3438
519
542
437
428
441
513
298
447±
84
226
187
163
377
664
330
388
333
440±
2049
546

ELEV 31 D

205° 6.2 NM from FAF

TDZE 23
101
10R
21L
9825 X 150
291
6000 X 150
11000 X 150
96±
130±
28L
28R

4200
BTG
R-160

VGSI and descent angles not coincident.

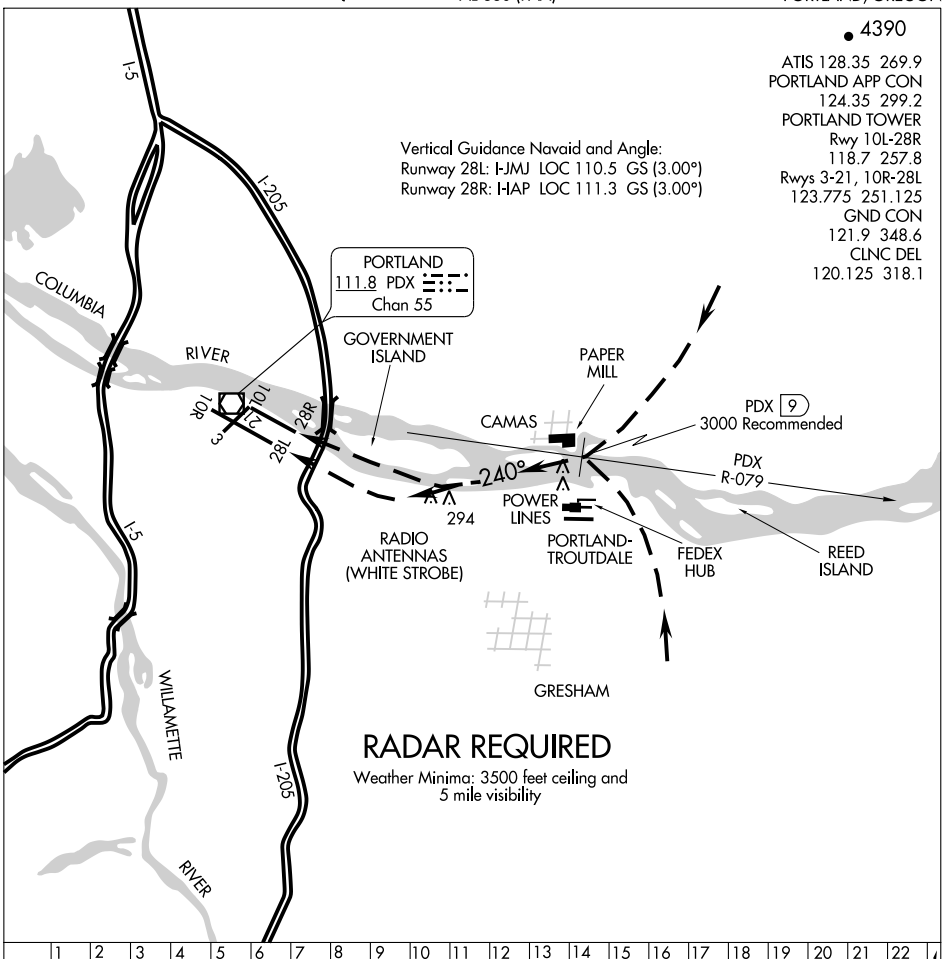
Remain within 10 NM

CREAK INT
I-GPO 18.7
10000
025°
5700
205°
NULRE I-GPO 17.3
YIPYU I-GPO 14.3
COVDU I-GPO 11.3
HUDUT I-GPO 7.3
JAXAG I-GPO 4.1
I-GPO 2.8
I-GPO 1.2
3.43°
TCH 32
5300
4400
3500
2300
1120
1.7 | 1.3 | 3.2 NM | 4 NM | 3 NM | 3 NM | 1.4 NM

CATEGORY	A	B	C	D
S-21	700-1 677 (700-1)		700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010



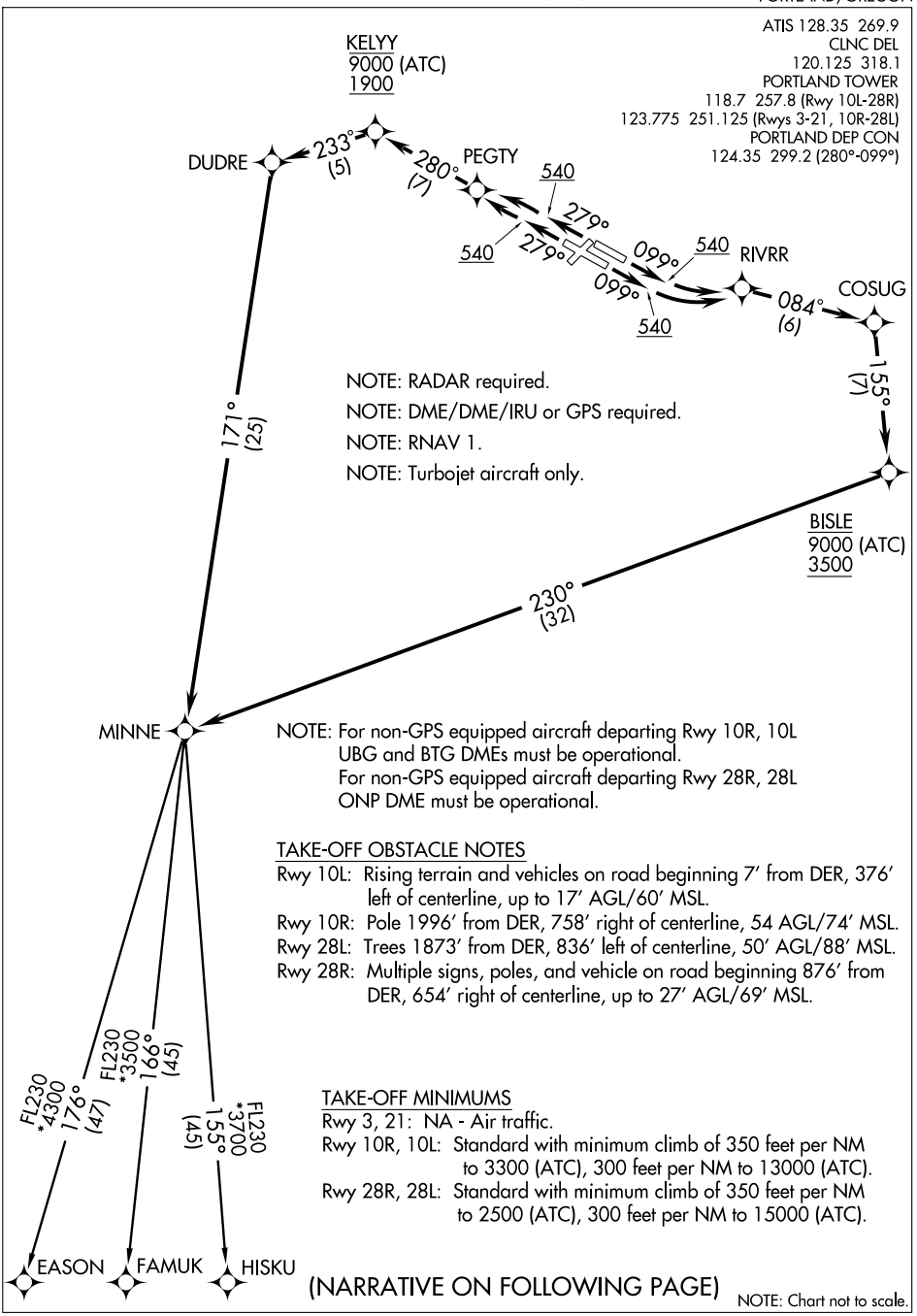
When visual approaches to Runways 28L/R are in progress, clearances to aircraft will be issued utilizing the following phraseology: "(IDENT) CLEARED FOR MILL VISUAL RUNWAY 28 LEFT/RIGHT APPROACH."

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

MINNE TWO DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MINNE TWO DEPARTURE (RNAV)

PORTLAND, OREGON
PORTLAND INTL (PDX)

(MINNE2.MINNE) 10210

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct to RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE2.EASON)

FAMUK TRANSITION (MINNE2.FAMUK)

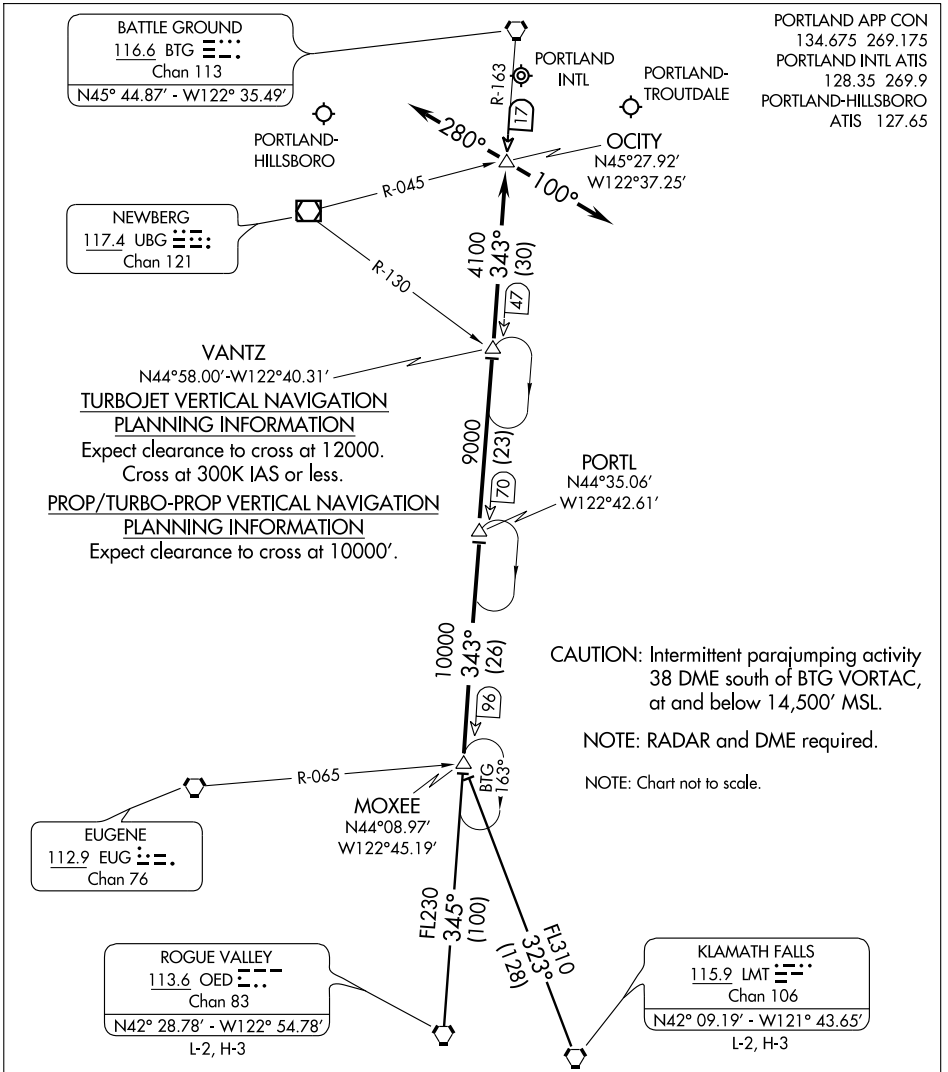
HISKU TRANSITION (MINNE2.HISKU)

NW-1, 23 SEP 2010 to 21 OCT 2010

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

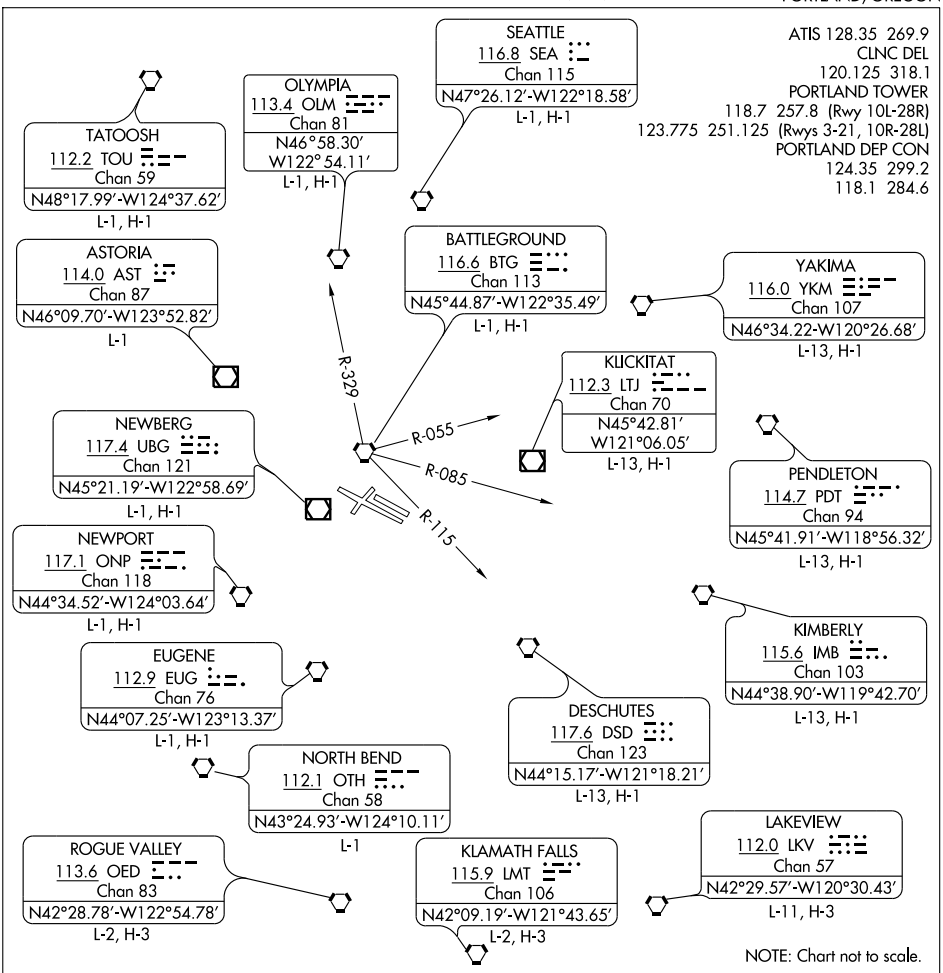
PORTLAND, OREGON

(MOXEE.MOXEE6) 07298

NW-1, 23 SEP 2010 to 21 OCT 2010

PORTLAND SEVEN DEPARTURE

SL-330 (FAA)



TAKE-OFF MINIMUMS:

Rwy 3: Standard with minimum climb of 400' per NM to 2900.
Rwy 10L: Standard with minimum climb of 450' per NM to 2900.
Rwy 10R: Standard with minimum climb of 400' per NM to 2900
Rwy 21: Standard with minimum climb of 450' per NM to 2900.
Rwy 28L: Standard with minimum climb of 375' per NM to 2900.
Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb heading 025° to 600, thence....
TAKE-OFF RWY 10L: Climb heading 099° to 500, thence...
TAKE-OFF RWY 10R: Climb heading 099° to 500, thence....
TAKE-OFF RWY 21: Climb heading 205° to 500, thence....
TAKE-OFF RWY 28L: Climb heading 279° to 800, thence....
TAKE-OFF RWY 28R: Climb heading 279° to 800, thence....
....via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

TAKE-OFF OBSTACLE NOTES:
Rwy 3: Trees, towers, vehicles on road, sign beginning 1' from DER, on centerline, up to 173' AGL/463' MSL.
Trees, vehicles on road, electrical system, building beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL.
Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL.
Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.
Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL.
Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL.
Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL.
Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.
Rwy 28R: Building, antennas, vehicles on road beginning 130' from DER, 257' right of centerline, 27' AGL/58' MSL.

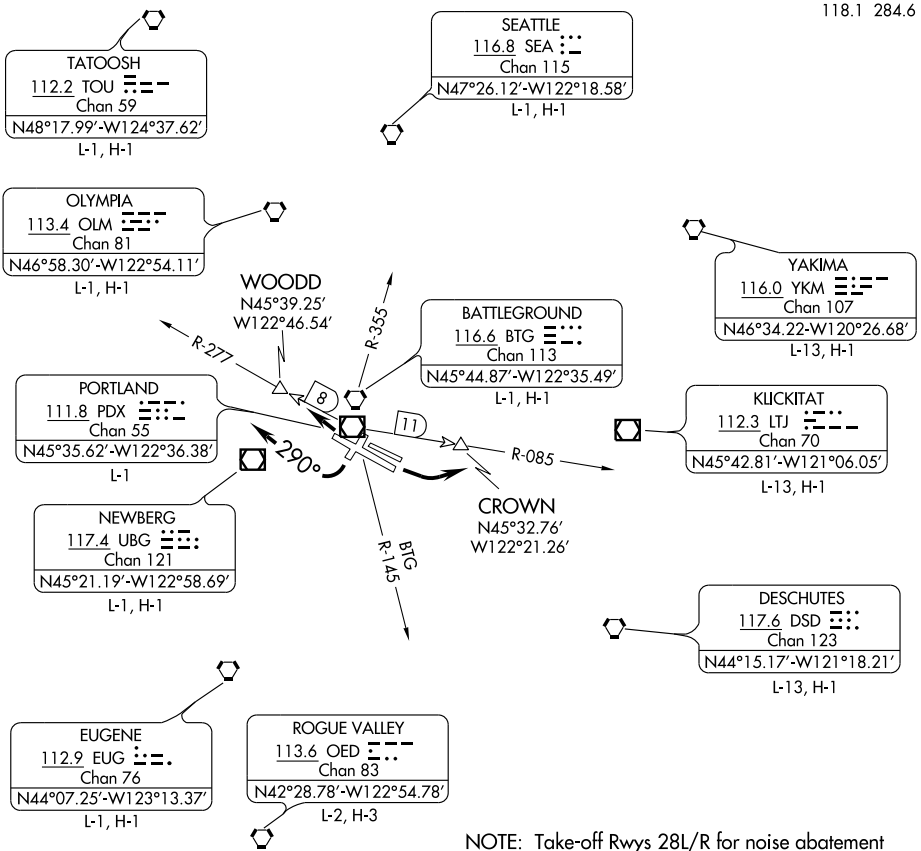
NW-1, 23 SEP 2010 to 21 OCT 2010

RIVER SEVEN DEPARTURE

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

ATIS 128.35 269.9
CLNC DEL
120.125 318.1
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
PORTLAND DEP CON
124.35 299.2
118.1 284.6



NOTE: Take-off Rwys 28L/R for noise abatement intercept the PDX VOR/DME R-277 as soon as practicable.
NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 3: NA - ATC
Rwy 10L: Standard with minimum climb of 450' per NM to 2900.
Rwy 10R: Standard with minimum climb of 400' per NM to 2900
Rwy 21: Standard with minimum climb of 450' per NM to 2900.
Rwy 28L: Standard with minimum climb of 375' per NM to 2900.
Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R: Climbing left turn to intercept and proceed via the PDX R-085 or as assigned, thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 290° or as assigned, thence....

TAKE-OFF RUNWAYS 28L: Climbing right turn to intercept and proceed via the PDX R-277 or as assigned, thence....

TAKE-OFF RUNWAYS 28R: Climbing left turn to intercept and proceed via the PDX R-277 or as assigned, thence....

....expect radar vectors to assigned route. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport or leaving 3000', continue climb to assigned altitude and proceed direct to BTG VORTAC, thence via (assigned route). If proceeding via BTG VORTAC R-355 CW R-145, a 340' per NM climb gradient is required to 13800'.

ALTERNATE LOST COMMUNICATIONS: When BTG VORTAC is out of service: If no contact with ATC leaving 3000', continue climb to assigned altitude direct UBG VOR/DME.

TAKE-OFF OBSTACLE NOTES:

Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL.
Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.

Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL.

Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL.
Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL.

Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.

Rwy 28R: Building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/50' MSL.

NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 10L

PORTLAND INTL (PDX)

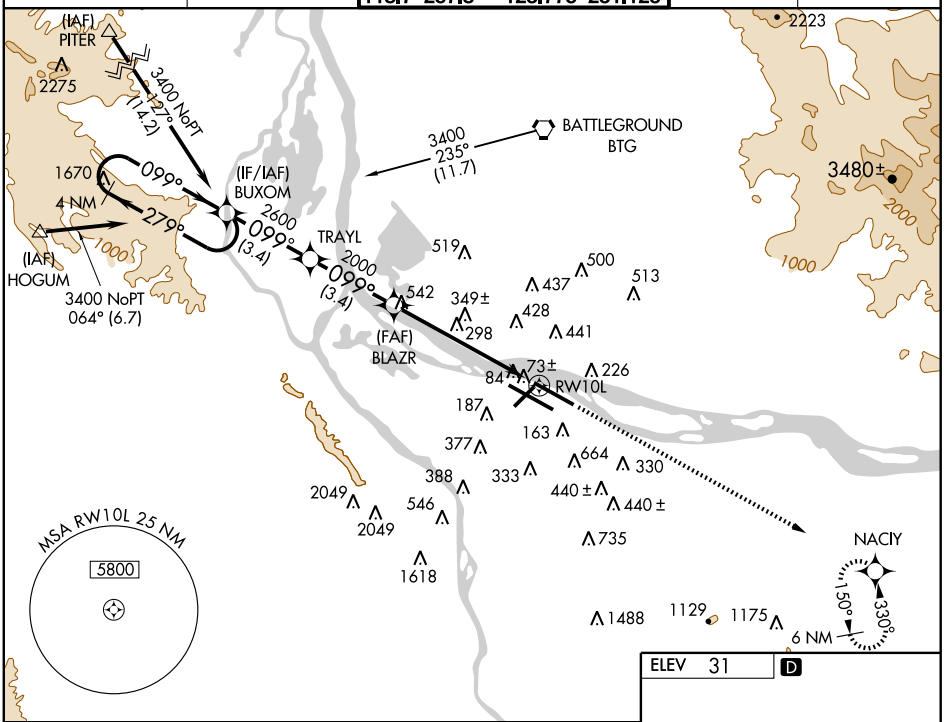
WAAS	APP CRS	Rwy Idg	8535
CH 81804	099°	TDZE	30
W10B		Apt Elev	31

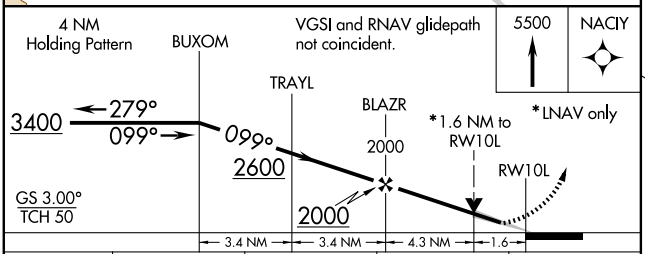
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

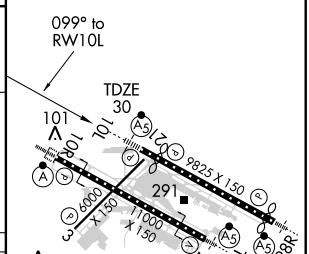
MALSR

MISSED APPROACH: Climb to 5500 direct NACIY and hold, continue climb-in-hold to 5500.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
LPV DA	293/24 263 (300-½)			
LNAV/VNAV DA	793-2¼ 763 (800-2¼)			
LNAV MDA	600/24 570 (600-½)		600/50 570 (600-1)	600/60 570 (600-1¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	11000
CH 40004	099°	TDZE	24
W10A		Apt Elev	31

RNAV (GPS) RWY 10R

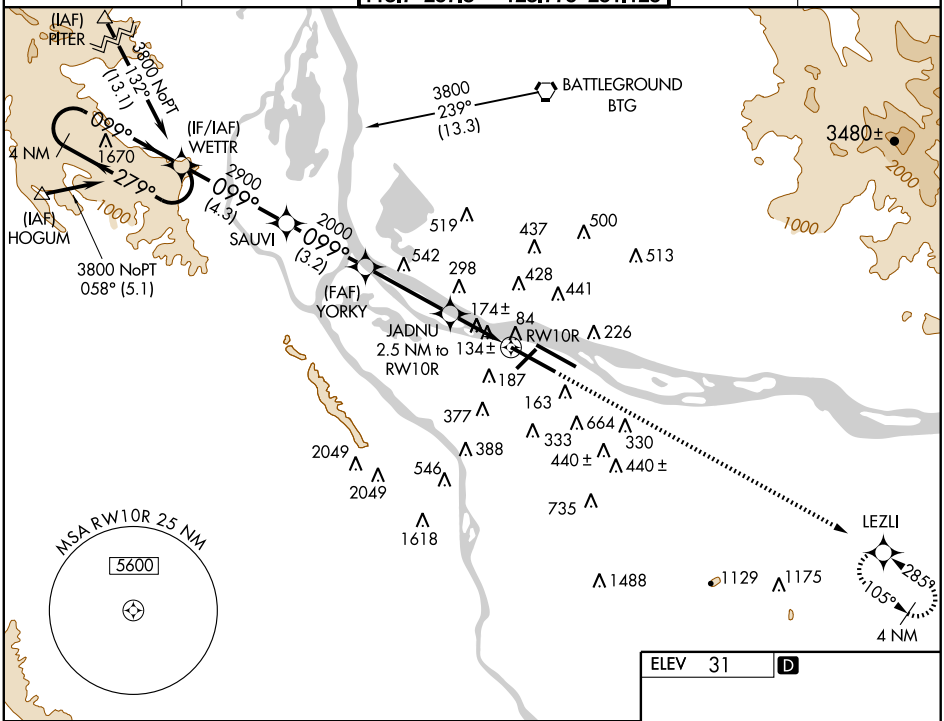
PORTLAND INTL (PDX)

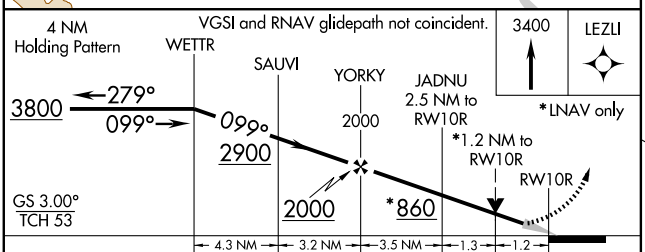
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

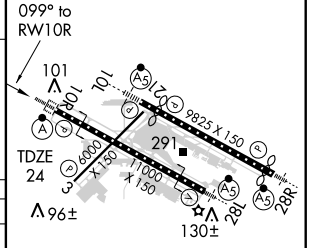
ALSF-2

MISSED APPROACH: Climb to 3400 direct LEZLI and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
LPV DA	224/24 200 (200-½)			
LNAV/VNAV DA	663-1¾ 639 (700-1¾)			
LNAV MDA	460/24 436 (500-½)		460/40 436 (500-¾)	460/50 436 (500-1)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 28L

PORTLAND INTL (PDX)

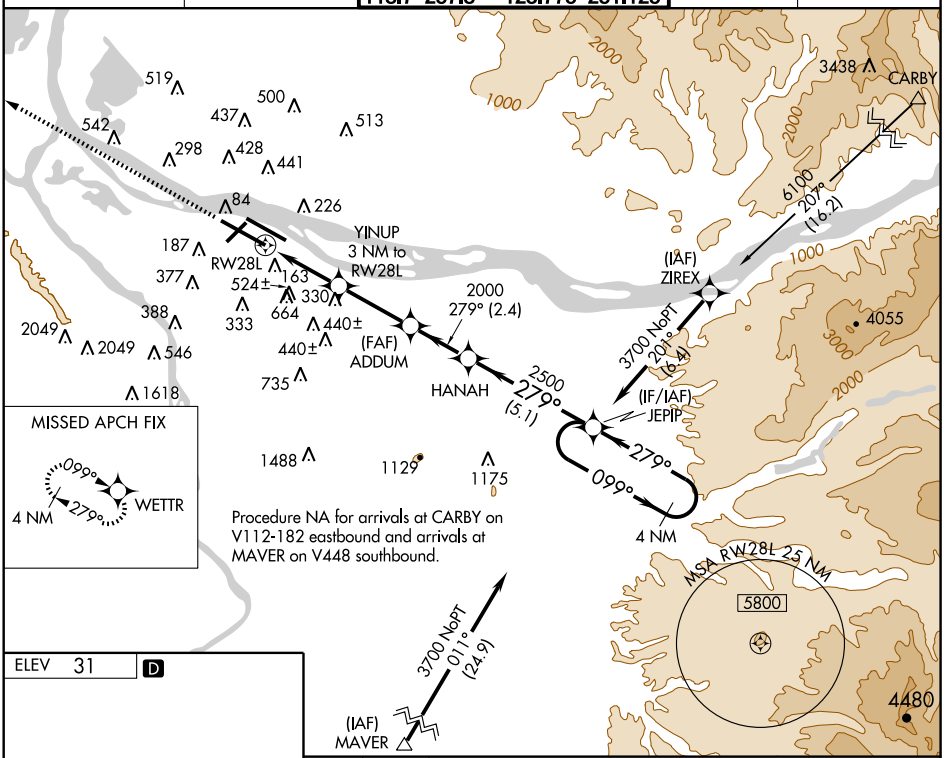
WAAS	APP CRS	Rwy Idg	11000
CH 56205	279°	TDZE	23
W28B		Apt Elev	31

DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.

MALSR

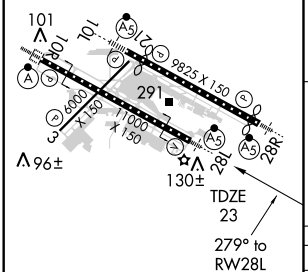
MISSED APPROACH: Climb to 3800 direct WETTR and hold.

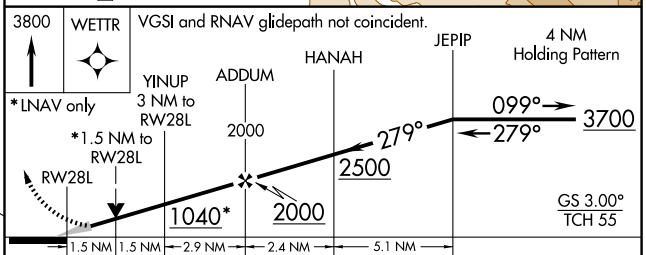
ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

ELEV 31 D





CATEGORY	A	B	C	D
LPV DA	306/24 283 (300-½)			
LNAV MDA	560/24 537 (600-½)		560/50 537 (600-1)	560/60 537 (600-1¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 28R

PORTLAND INTL (PDX)

WAAS	APP CRS	Rwy Idg	9290
CH 60905	279°	TDZE	31
W28A		Apt Elev	31

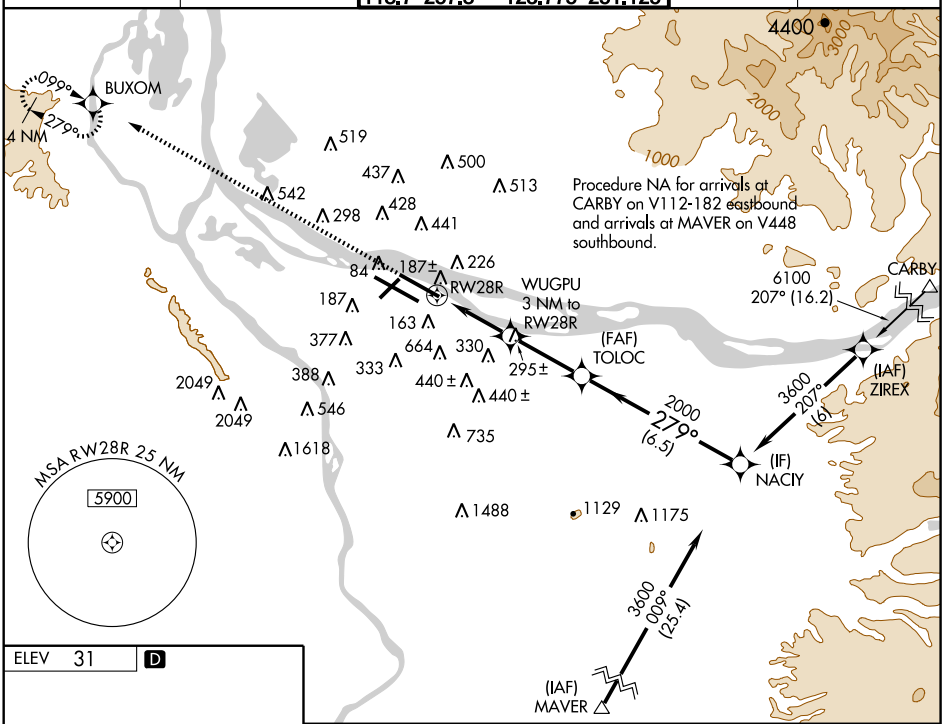
T Inoperative table does not apply to LPV all Cats and LNAV/VNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

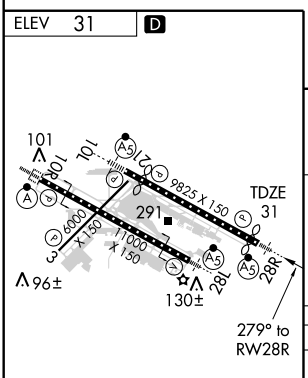
A

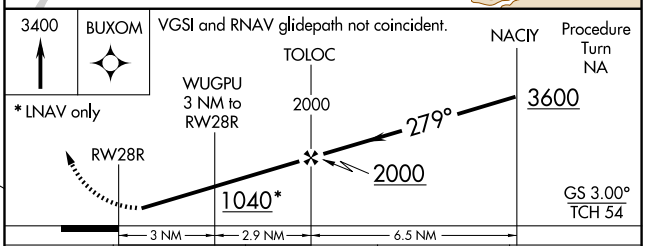
MALSR

MISSED APPROACH: Climb to 3400 direct BUXOM and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
LPV DA	320/50 289 (300-1)			
LNAV/VNAV DA	537/60 506 (600-1¼)			
LNAV MDA	560/50 529 (600-1)			560/60 529 (600-1¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 28L

PORTLAND INTL (KPDX)

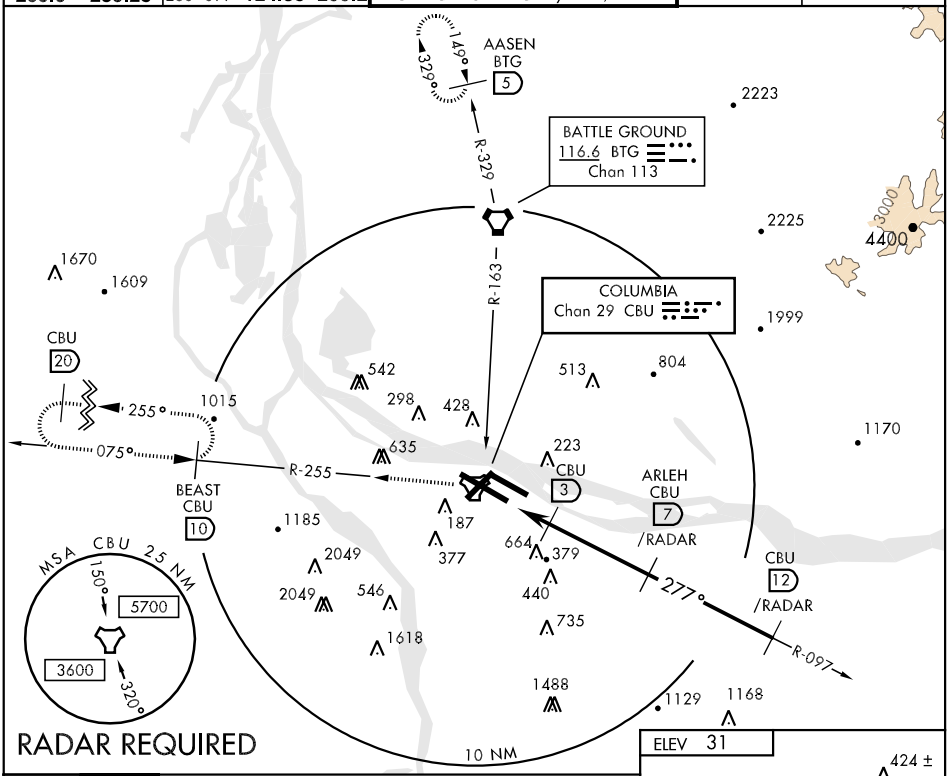
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
CBU Chan 29	277°	11,000	23	31

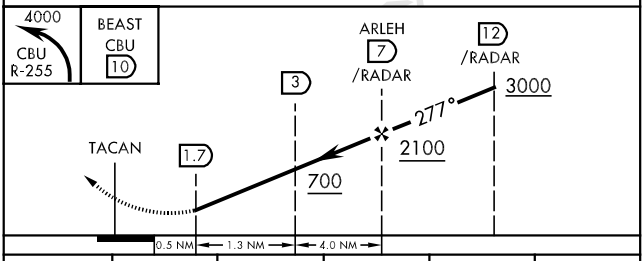
AL-330 [USAF]

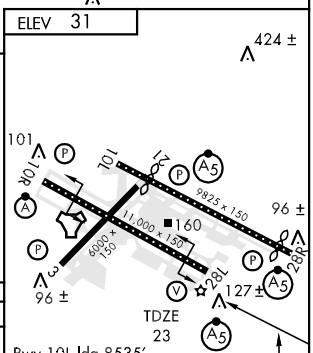
MALSR

MISSED APPROACH: Climbing left turn to 4000 via CBU R-255 to BEAST INT/CBU 10 DME and hold, or when directed by ATC climb to 4000 via BTG R-163 to BTG VORTAC then via BTG R-329 to AASEN INT and hold.

ARR ATIS DEP	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 120.625 269.9 239.25	100°-279° 118.1 284.6 280°-099° 124.35 299.2	118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D	E
S-28L	600/50 577 (600-1)		600-1½ 577 (600-1½)	600-1¾ 577 (600-1¾)	600-2 577 (600-2)
CIRCLING	720-1	690 (700-1)	740-2 710 (800-2)	980-3 950 (1000-3)	1060-3 1030 (1100-3)

Rwy 10L ldg 8535'
Rwy 28R ldg 9290'
REIL Rwy 3-21
TDZL/CL 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R , 28L-10R

277°5.8 NM from FAF

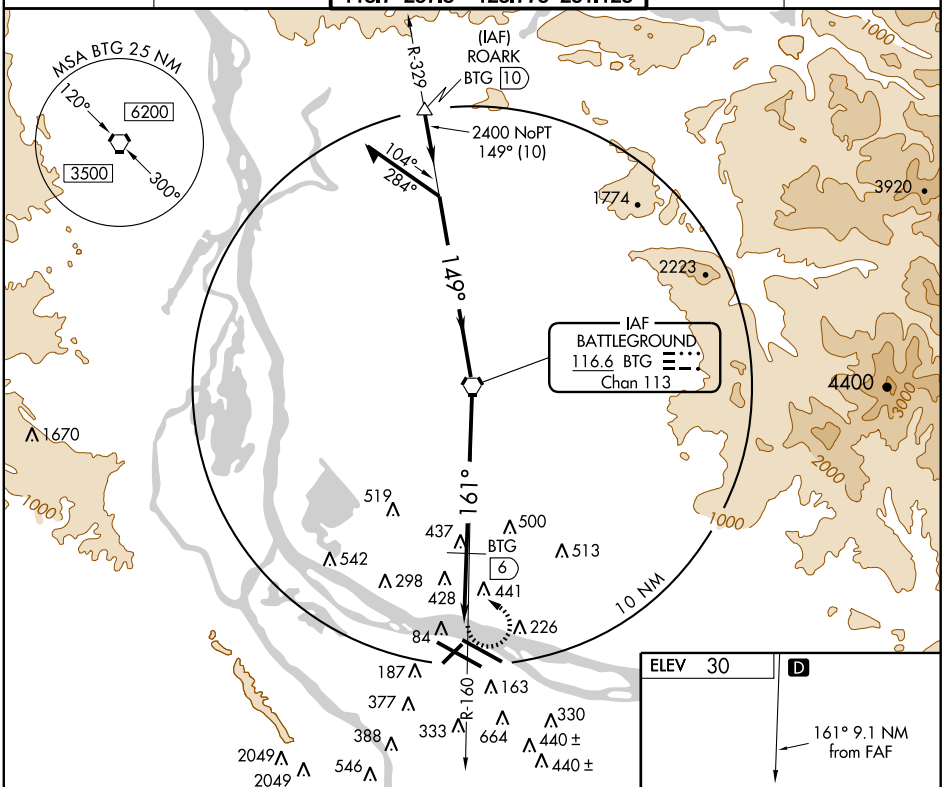
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

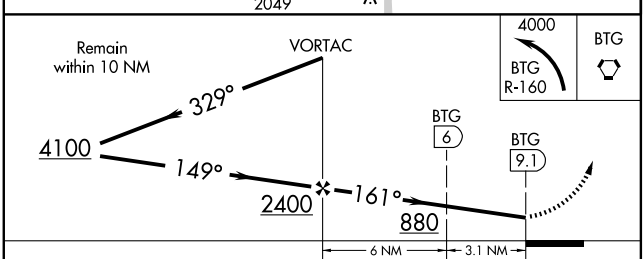
VORTAC BTG	APP CRS	Rwy Idg	N/A
116.6	161°	TDZE	N/A
Chan 113		Apt Elev	30

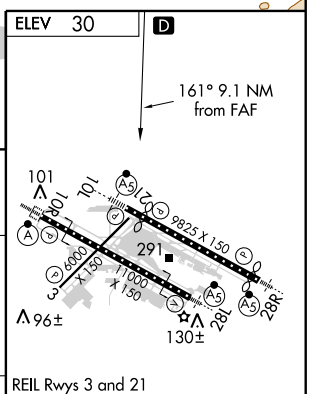
VOR-A
PORTLAND INTL (PDX)

MISSED APPROACH: Climbing left turn to 4000 via BTG R-160 to BTG VORTAC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







CATEGORY	A	B	C	D
CIRCLING	880-1 850 (900-1)	880-1¼ 850 (900-1¼)	880-2½ 850 (900-2½)	1020-3 990 (1000-3)
DME MINIMA				
CIRCLING	740-1 710 (800-1)		740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME PDX	APP CRS	Rwy Idg	6000
111.8	215°	TDZE	23
Chan 55		Apt Elev	31

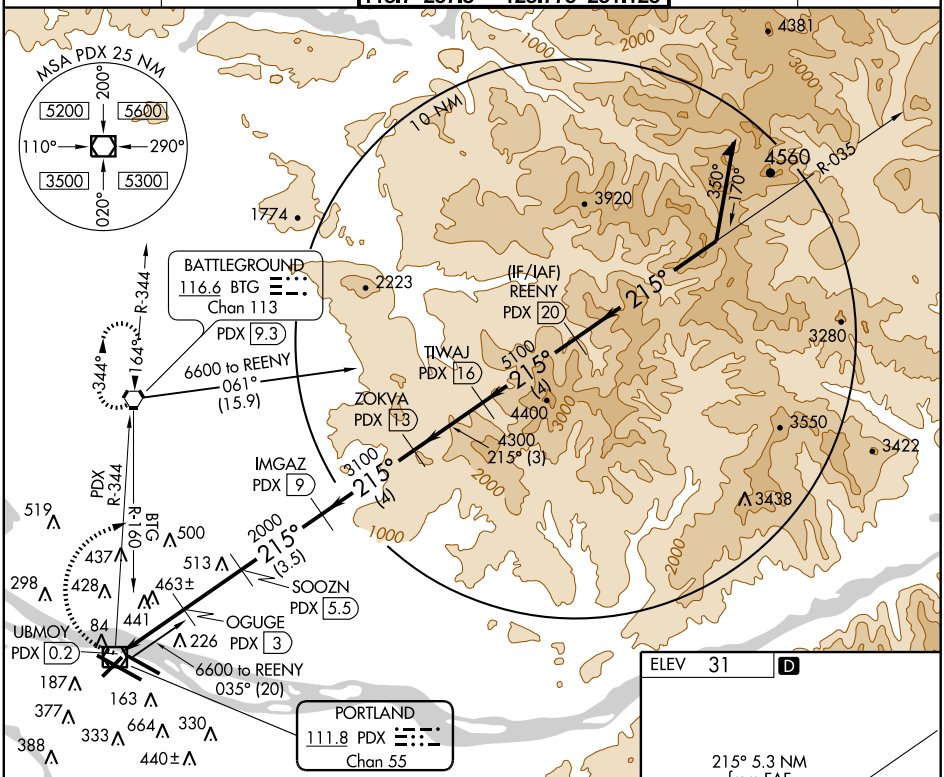
VOR/DME RWY 21

PORTLAND INTL (PDX)

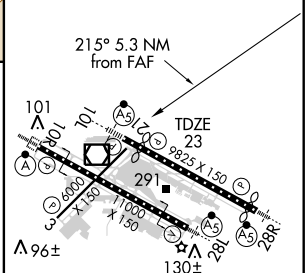
Visibility reduction by helicopters NA.

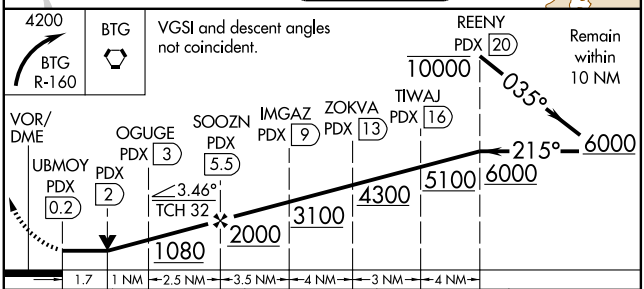
MISSED APPROACH: Climbing right turn to 4200 via BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200, or as directed by ATC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



ELEV 31 D





CATEGORY	A	B	C	D
S-21	720-1 697 (700-1)		720-2 697 (700-2)	720-2¼ 697 (700-2¼)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME PDX	APP CRS	Rwy Idg	9290
111.8	272°	TDZE	26
Chan 55		Apt Elev	30

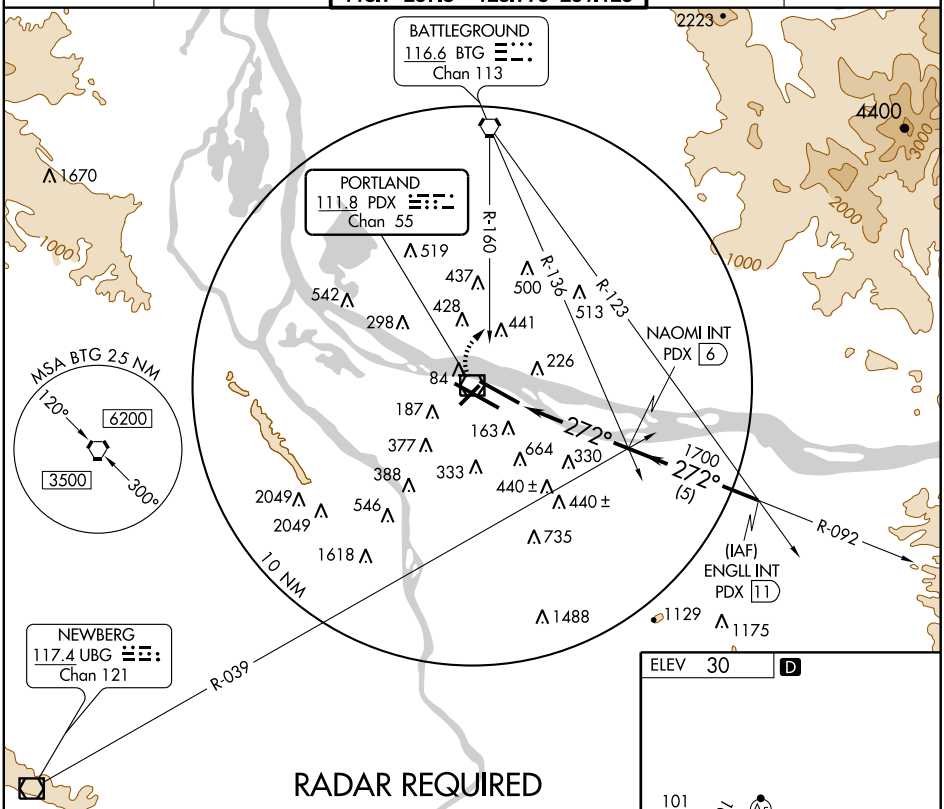
VOR RWY 28R
PORTLAND INTL (PDX)

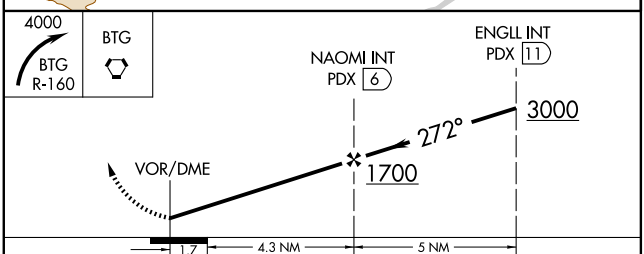
Inoperative table applies only to Cat. C and D.

MALSR

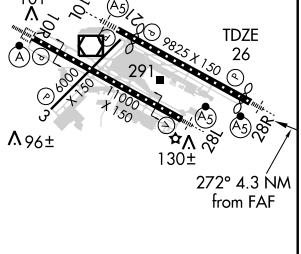
MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1





ELEV 30 D



CATEGORY	A	B	C	D
S-28R	600/50 574 (600-1)			600/60 574 (600-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

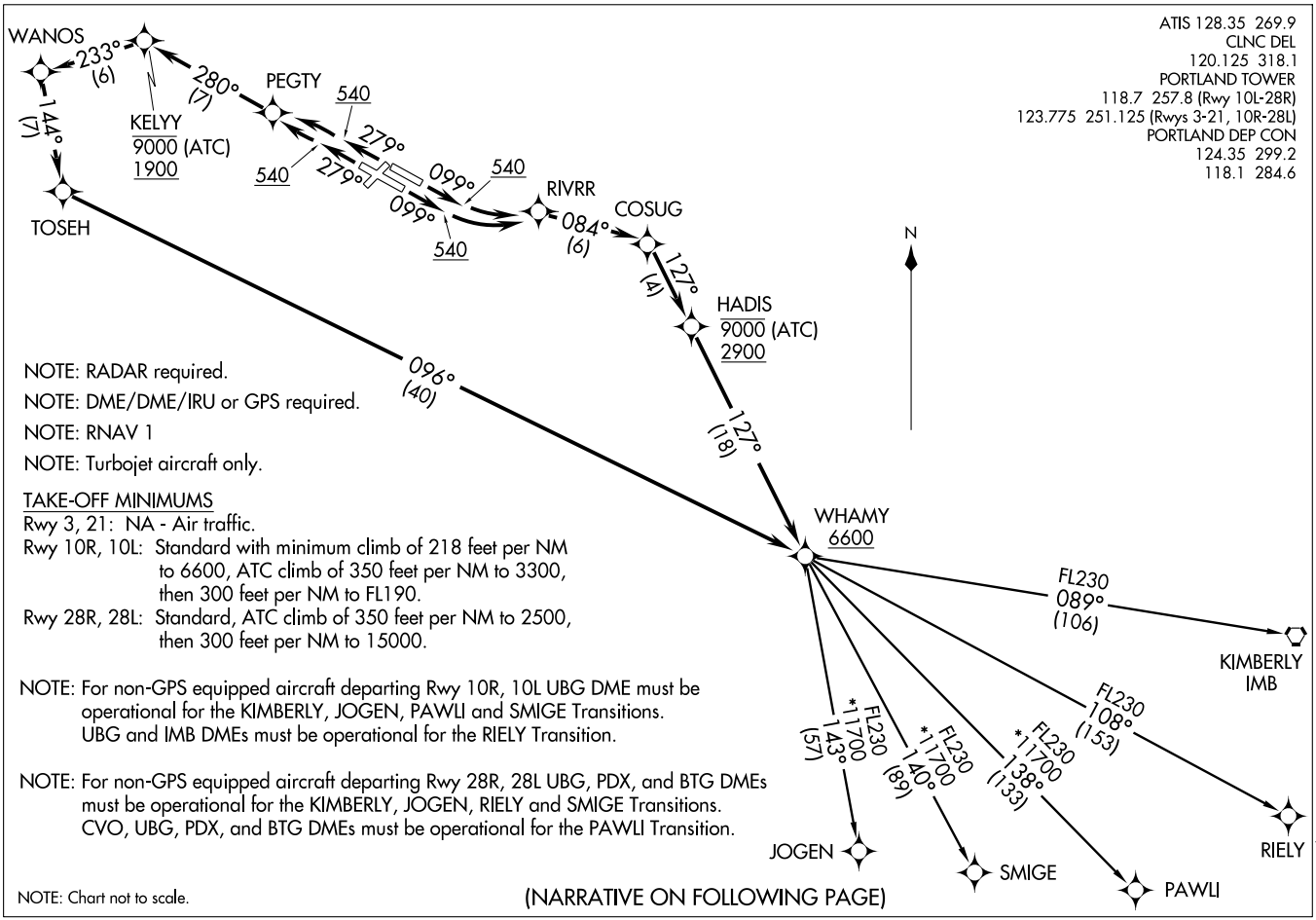
NW-1, 23 SEP 2010 to 21 OCT 2010

WHAMY ONE DEPARTURE (RNAV)

(WHAMY1.WHAMY) 09295

PORTLAND INTL (PDX)

PORTLAND, OREGON



WHAMY ONE DEPARTURE (RNAV)
(WHAMY1.WHAMY) 09295
PORTLAND INTL (PDX)
PORTLAND, OREGON

SL-330 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

JOGEN TRANSITION (WHAMY1.JOGEN)

KIMBERLY TRANSITION (WHAMY1.IMB)

PAWLI TRANSITION (WHAMY1.PAWLI)

RIELY TRANSITION (WHAMY1.RIELY)

SMIGE TRANSITION (WHAMY1.SMIGE)

TAKE-OFF OBSTACLE NOTES
Rwy 10L: Rising terrain and vehicle on road beginning 7′ from DER, 376′ left of centerline, up to 17′ AGL/60′ MSL.
Rwy 10R: Pole 1996′ from DER, 758′ right of centerline, 54′ AGL/74′ MSL
Rwy 28L: Trees 1873′ from DER, 836′ left of centerline, 50′ AGL/88′ MSL.
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876′ from DER, 654′ right of centerline, up to 27′ AGL/69′ MSL.

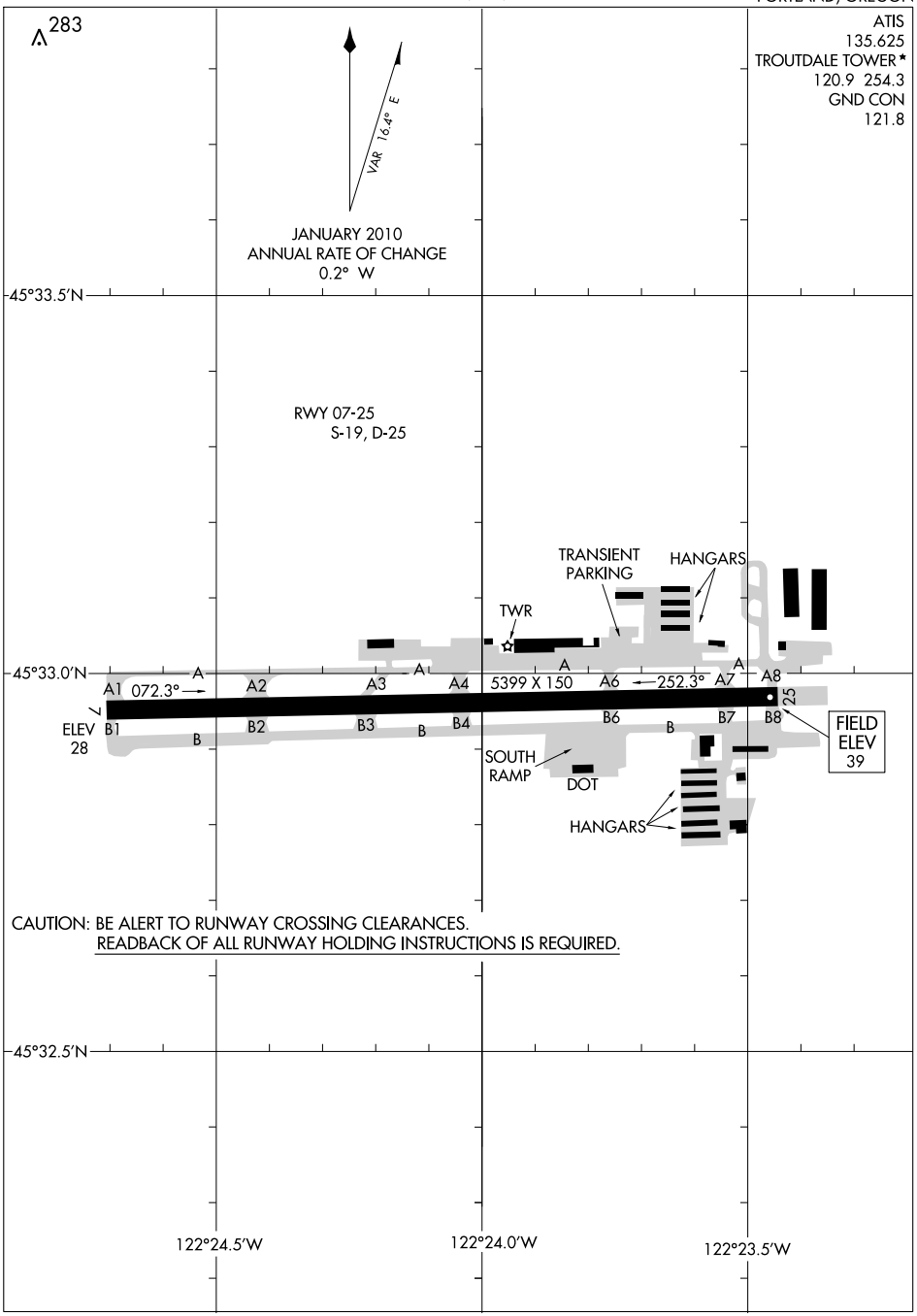
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-649 (FAA)

PORTLAND-TROUTDALE (TTD)

PORTLAND, OREGON



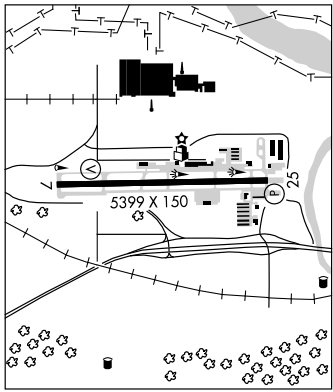
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PORTLAND, OREGON

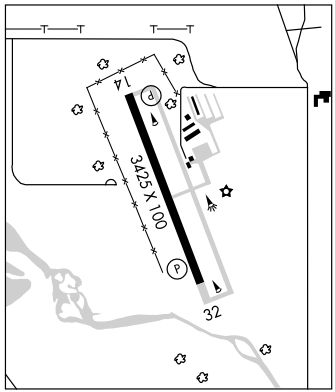
PORTLAND-TROUTDALE (TTD)

PORTLAND–TROUTDALE (TTD) 10 E UTC−8(−7DT) N45°32.96′ W122°24.08′ SEATTLE
39 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE TTD H–1B, L–1C
RWY 07–25: H5399X150 (ASPH) S–19, D–25 MIRL IAP, AD
RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50′. Trees.
RWY 25: REIL. PAPI(P4L)–GA 3.0° TCH 47′. Trees.
AIRPORT REMARKS: Attended 1500–0600Z‡. CAUTION: Migratory flocks of waterfowl on and invof arpt. Portland Intl arpt (PDX) Rwy 10L–28R extended centerline crosses arpt, ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwy 07–25—CTAF. Rwy 07 VASI and PAPI Rwy 25 opr continously.
WEATHER DATA SOURCES: ASOS 135.625 (503) 492–2887.
COMMUNICATIONS: CTAF 120.9 **ATIS** 135.625 (503) 492–7634
UNICOM 122.95
Ⓡ **PORTLAND APP CON** 124.35 (280°–099°) 118.1 (100°–279°)
Ⓡ **PORTLAND DEP CON** 124.35
TROUTDALE TOWER 120.9 (1500–0600Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 125° 14.4 NM to fld. 253/21E.
LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 059° 2.6 NM to fld.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower.



PORTLAND–MULINO

MULINO STATE (4S9) 20 S UTC−8(−7DT) N45°12.98′ W122°35.41′ SEATTLE
260 B S8 NOTAM FILE MMV L–1B
RWY 14–32: H3425X100 (ASPH) MIRL
RWY 14: PAPI(P2L)—GA 3.0° TCH 43′. Fence. Rgt tfc.
RWY 32: PAPI(P2L)—GA 3.0° TCH 33′.
AIRPORT REMARKS: Unattended. Be alert for weekend glider activity. Birds on and invof arpt. Rwy 14 designated calm wind rwy. ACTIVATE MIRL Rwy 14–32, twy lgts, and windcone—CTAF. PAPI Rwy 14 and Rwy 32 operate 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND CLNC DEL 119.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 095° 18.4 NM to fld. 1440/21E. **HIWAS.**



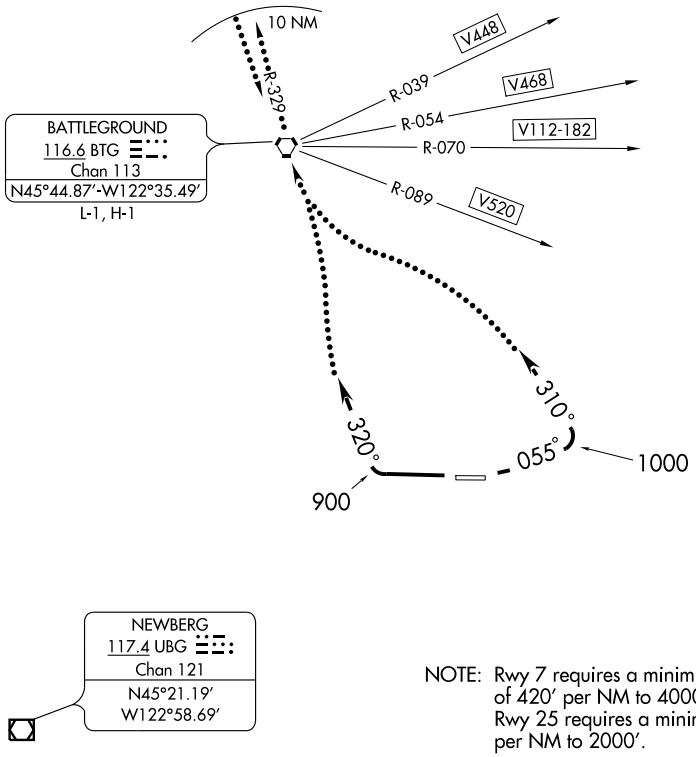
POWERS (6S6) 1 SE UTC−8(−7DT) N42°52.17′ W124°03.56′ KLAMATH FALLS
326 TPA—1326(1000) NOTAM FILE MMV
RWY 13–31: 2500X60 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and invof arpt.
COMMUNICATIONS: CTAF 122.9

BLUE LAKE THREE DEPARTURE

SL-649 (FAA)

PORTLAND-TROUTDALE (TTD)
PORTLAND, OREGON

CTAF 120.9



NOTE: Rwy 7 requires a minimum climb gradient of 420′ per NM to 4000′.
Rwy 25 requires a minimum climb of 310′ per NM to 2000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 055° to 1000′, then turn left to 310° or as assigned.

TAKE-OFF RUNWAY 25: Climb runway heading to 900′, then turn right to 320° or as assigned.

LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400′; NE-bound V468, 4500′; E-bound V112, V182, V520, 4700′; for non airways BTG R-355 CW BTG R-120, 8800′; all others, 2500′.

ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000′, continue climb to assigned altitude and proceed direct to UBG VOR/DME, thence via assigned route.

NW-1, 23 SEP 2010 to 21 OCT 2010

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

NW-1, 23 SEP 2010 to 21 OCT 2010

PORTLAND APP CON
124.35 299.2
PORTLAND INTL ATIS
128.35 269.9
PORTLAND-HILLSBORO ATIS
127.65

SEATTLE
116.8 SEA
Chan 115
N47°26.12'-W122°18.58'
L-1, H-1

10000
*9700
161°
(71)

R-360

HELNS
N46°15.42'
W122°18.58'

33

10000
180°
(11)

KRATR
N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .
PROP/TURBOPROP: Cross at and maintain 10,000'.
TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less.

BATTLE GROUND
116.6 BTG
Chan 113
N45°44.87'-W122°35.49'

7000
(22)

R-360

280°

110°

PORTLAND INTL

PORTLAND-HILLSBORO

PORTLAND-TROUTDALE

AURORA STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....
.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.
LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

HELNS FOUR ARRIVAL

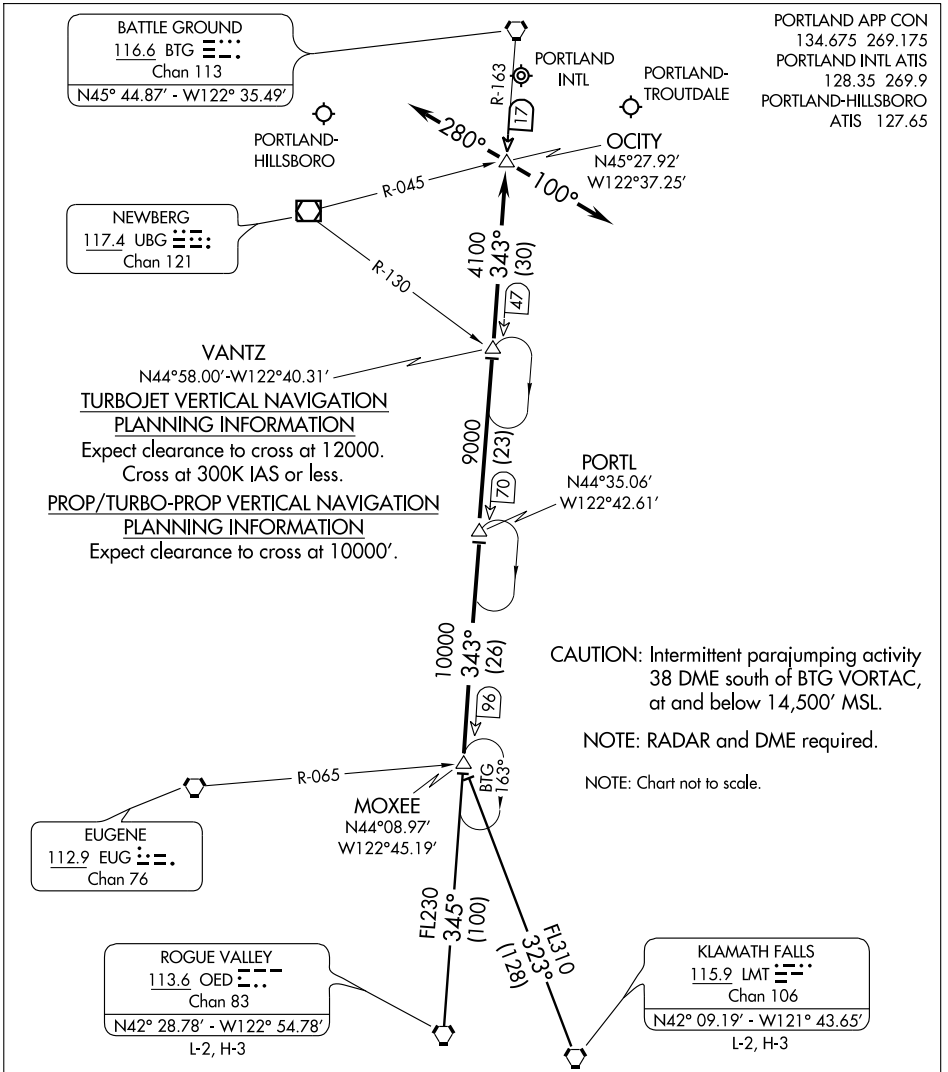
PORTLAND, OREGON

(HELNS.HELNS4) 03135

MOXEE SIX ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence . . . .

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence . . . .

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

PORTLAND, OREGON

(MOXEE.MOXEE6) 07298

NW-1, 23 SEP 2010 to 21 OCT 2010

NDB LBH 332	APP CRS 057°	Rwy Idg N/A TDZE N/A Apt Elev 35

NDB or GPS-A

PORTLAND-TROUTDALE (TTD)

If local altimeter setting not received procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via BTG R-125 to BTG VORTAC.

ATIS	PORTLAND APP CON	TROUTDALE TOWER ★	GND CON	UNICOM
135.625	124.35 299.2	120.9 (CTAF) L 254.3	121.8	122.95

RADAR REQUIRED

BATTLEGROUND
116.6 BTG
Chan 113

MSA LBH 25 NM
170°
4100
080°
6100
3100
350°

R-162
R-147
R-125

LAKER
332 LBH

Portland Int
CABBA INT
DUCKI INT
(MASGD)
057°
237°
10 NM

4400
3438
4055
1474 ±
293
283
151
236
664
471
380
735
619
1488
1129
1168
991
2049
1618

Lost Communications: Proceed direct to Battleground VORTAC at 4000 or last assigned altitude, whichever is higher, and execute the VOR-A approach to Portland International Airport.

ELEV 35

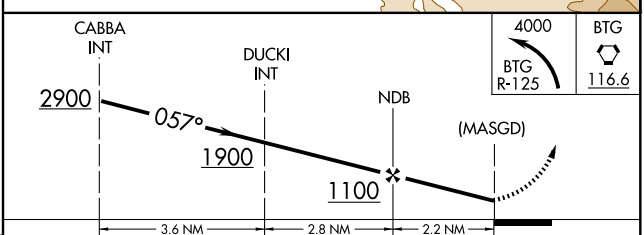
205

TWR
106

5399 X 150

057° 2.2 NM from FAF

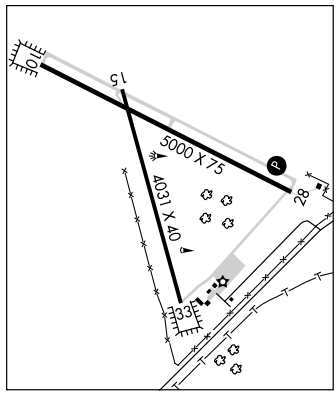
REIL Rwys 7 and 25
MIRL Rwy 7-25 L



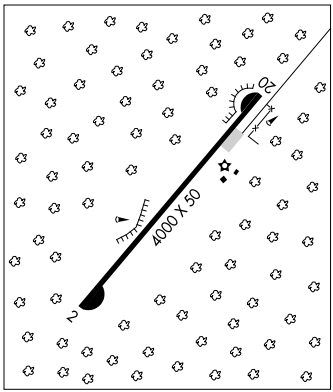
FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1005 (1100-1¼)	1060-1½ 1025 (1100-1½)	1060-3 1025 (1100-3)	1300-3 1265 (1300-3)

PRINEVILLE (S39) 3 SW UTC−8(−7DT) N44°17.22′ W120°54.23′ **KLAMATH FALLS**
3250 B S4 **FUEL** 100LL, JET A NOTAM FILE MMV **H–1B, L–13A**
RWY 10–28: H5000X75 (ASPH) S–30 MIRL **IAP**
RWY 10: Trees. **RWY 28:** PAPI(P4R)—GA 3.0° TCH 41′.
RWY 15–33: H4031X40 (ASPH) S–5 LIRL
RWY 33: Trees.
AIRPORT REMARKS: Attended Oct–Apr 1500–0100Z‡, May–Sep 1500–0200Z‡. 24 hr card lock self-svc fuel avbl. Deer on and invof arpt. Rwy 15–33 limited by arpt operator to 5000 lbs max weight. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 28, and LIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 065° 17.4 NM to fld. 4101/18E. **HIWAS.**
BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 086° 5.1 NM to fld. NDB unusable 091°–111° byd 25 NM blo 14,000′.



PROSPECT STATE (64S) 1 S UTC−8(−7DT) N42°44.59′ W122°29.29′ **KLAMATH FALLS**
2578 B TPA—3578(1000) NOTAM FILE MMV **L–2J**
RWY 02–20: H4000X50 (ASPH) LIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. Trees obscure view of rotating bcn from southeast-southwest quadrants of arpt. 80′–100′ trees within 200′ of rwy centerline both sides of rwy. Turf tie down area rough.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77′ W122°54.78′ 031° 24.6 NM to fld. 2083/19E. **HIWAS.**



PUMIE N42°27.06′ W122°54.80′. NOTAM FILE MFR. **KLAMATH FALLS**
NDB (LOM) 373 MF 140° 4.9 NM to Rogue Valley Intl.
LOM unusable 260°–270° beyond 10NM.

REDMOND N44°15.25′ W121°09.15′ **KLAMATH FALLS**
RCO 122.5 (MC MINNVILLE RADIO) **L–13A**

DESCHUTES ONE DEPARTURE (RNAV)

(DSD1.DSD) 07074

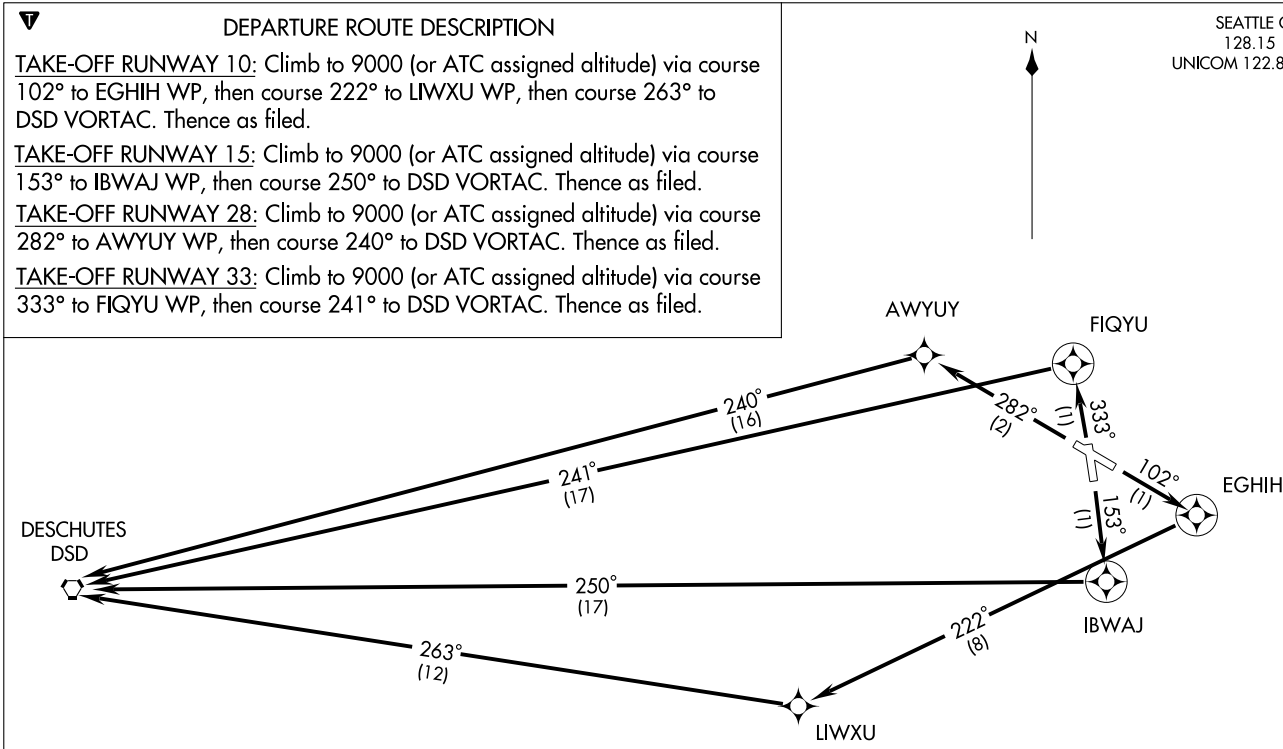
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 9000 (or ATC assigned altitude) via course 102° to EGHIH WP, then course 222° to LIWXU WP, then course 263° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 15: Climb to 9000 (or ATC assigned altitude) via course 153° to IBWAJ WP, then course 250° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 28: Climb to 9000 (or ATC assigned altitude) via course 282° to AWYUY WP, then course 240° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 33: Climb to 9000 (or ATC assigned altitude) via course 333° to FIQYU WP, then course 241° to DSD VORTAC. Thence as filed.



NOTE: Standard with minimum climb gradient of 400′ per NM to 9000′, except V25 North requires minimum climb gradient of 400′ per NM to 7000′.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

SL-9340 (FAA)

PRINEVILLE (S39)
PRINEVILLE, OREGON

DESCHUTES ONE DEPARTURE (RNAV)
(DSD1.DSD) 07074
PRINEVILLE, OREGON
PRINEVILLE (S39)

LOM RD	APP CRS	Rwy Idg	5000
411	083°	TDZE	3250
		Apt Elev	3250

NDB RWY 10

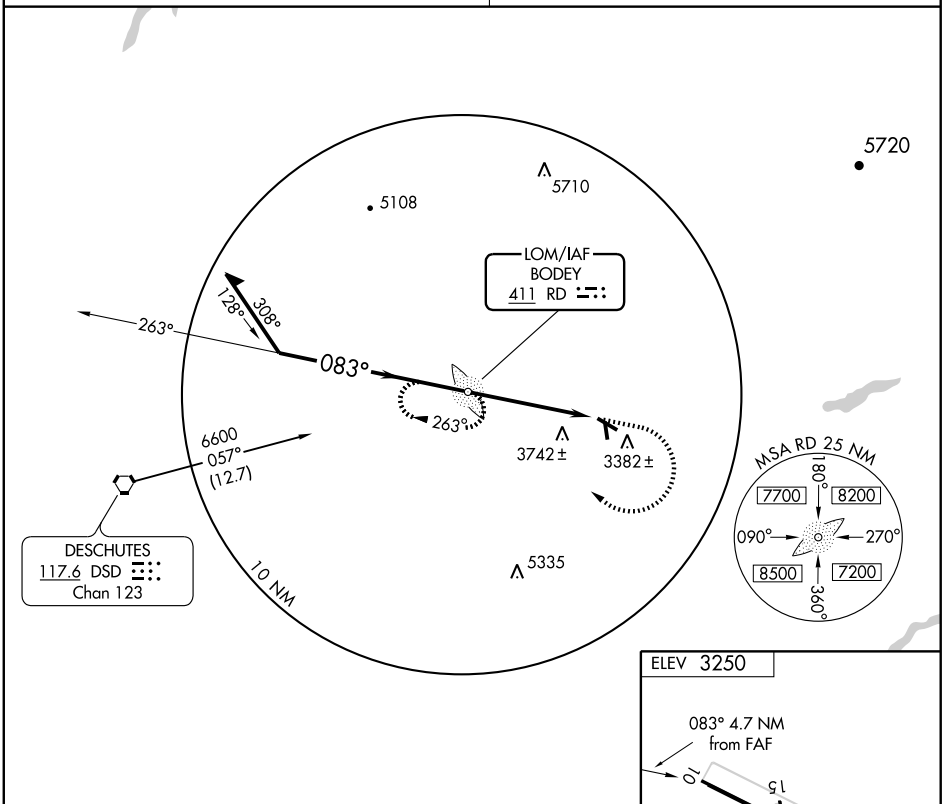
PRINEVILLE (S39)

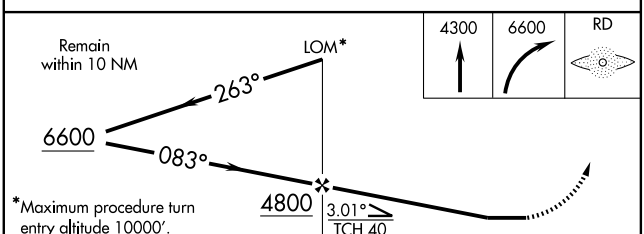
T
A NA

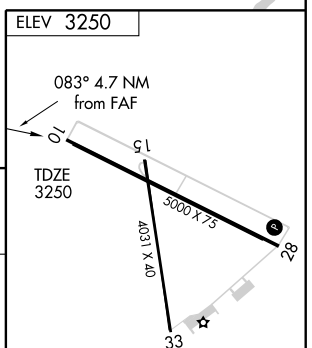
Use Roberts Field altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn to 6600 direct RD LOM and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)
CIRCLING	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 10

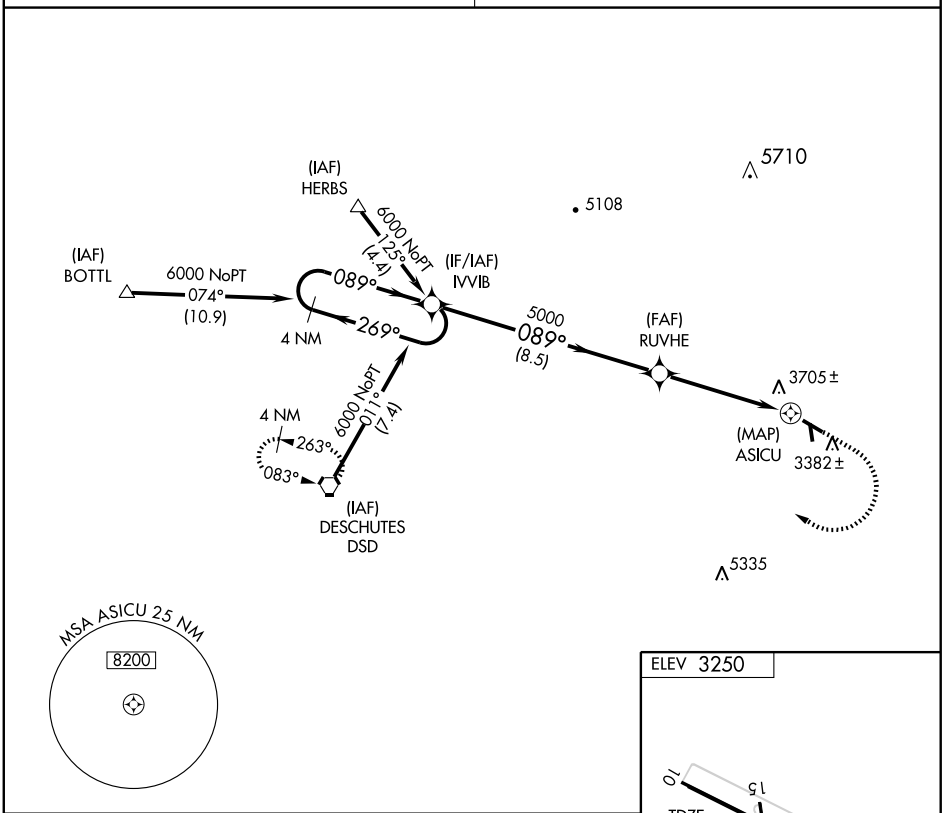
PRINEVILLE (S39)

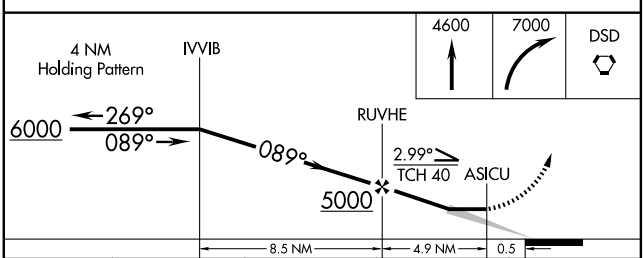
APP CRS	Rwy Idg	5000
089°	TDZE	3250
	Apt Elev	3250

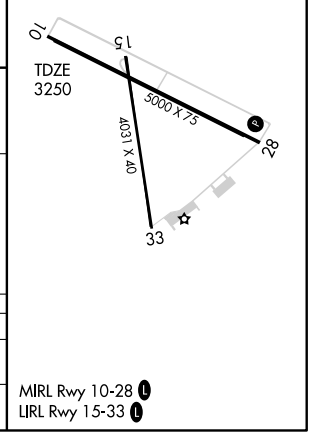
T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Roberts Field altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4020-1 770 (800-1)	4020-1¼ 770 (800-1¼)	4020-2¼ 770 (800-2¼)	4020-2½ 770 (800-2½)
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 28

PRINEVILLE (S39)

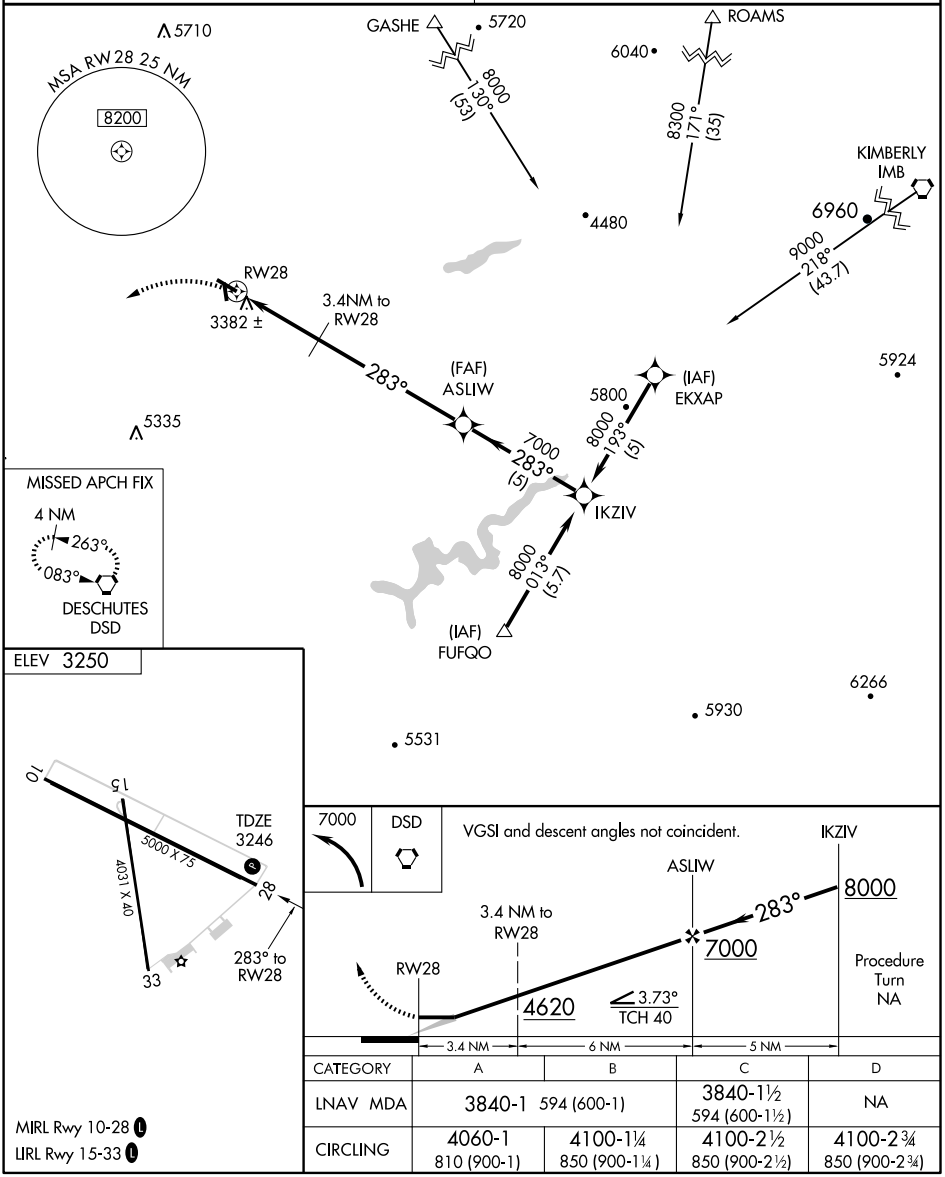
APP CRS	Rwy Idg	5000
283°	TDZE	3246
	Apt Elev	3250

NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Use Roberts Field altimeter setting.

MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER
128.15 257.75

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3840-1 594 (600-1)		3840-1½ 594 (600-1½)	NA
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28 L
LIRL Rwy 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AIRPORT DIAGRAM

ATIS
119.025
REDMOND TOWER ★
124.5 256.8
GND CON
121.8

D

RWY 04-22
S-68, D-110, 2S-140, 2D-200
RWY 10-28
S-28, D-40

HANGARS
FBO
FOREST SERVICE
GA NORTH RAMP
ELEV 3044
ELEV 3054
10
22
U.S. FOREST SERVICE RAMP
HANGARS
106.1°
0.5% UP
0.3% UP
224.6°
GA SOUTH RAMP
FBO
TWR 3148±
FIRE STATION
7038 X 150
7006 X 100
TERMINAL
AIR CARRIER RAMP
VAR 15.8° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
044.6°
286.1°
ELEV 3074
FIELD ELEV 3080
28

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

44°15.5'N
44°15.0'N
121°10.0'W
121°09.5'W
121°09.0'W
121°08.5'W

AL-345 (FAA)

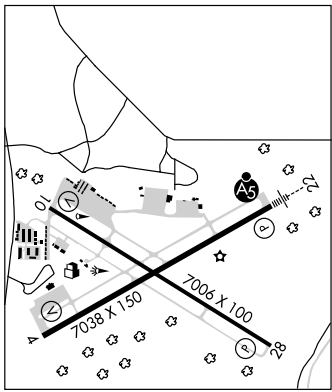
REDMOND/ ROBERTS FIELD (RDM)
REDMOND, OREGON

REDMOND/ ROBERTS FIELD (RDM)
REDMOND, OREGON

REDMOND

ROBERTS FLD (RDM) 1 SE UTC−8(−7DT) N44°15.24′ W121°09.00′ **KLAMATH FALLS**
3080 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE RDM **H–1B, L–13A**
RWY 04–22: H7038X150 (ASPH–GRVD) S–68, D–110, 2S–140, 2D–200 HIRL 0.3% up SW **IAP, AD**
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 10–28: H7006X100 (ASPH–GRVD) S–28, D–40
MIRL 0.5% up SE
RWY 10: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7038	TODA–7038	ASDA–7038	LDA–7038
RWY 10:	TORA–7006	TODA–7006	ASDA–7006	LDA–7006
RWY 22:	TORA–7038	TODA–7038	ASDA–7038	LDA–7038
RWY 28:	TORA–7006	TODA–7006	ASDA–7006	LDA–7006



AIRPORT REMARKS: Attended 1330Z‡–dusk. For fuel after hrs call 541–410–2938 or 541–480–0014. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call airport manager 541–548–0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10–28 except with PPR from airport manager when Rwy 04–22 is unavbl. Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Taxiway B for forest svc use only, not avbl for use by air carrier acft with more than 30 passenger seats. Terminal apron not avbl for general aviation acft. Helipad H1 private use only. When twr clsd ACTIVATE HIRL Rwy 04–22, MIRL Rwy 10–28, MALSR Rwy 22, REIL Rwy 04, Rwy 10 and Rwy 28 and twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (541) 504–8743.
COMMUNICATIONS: CTAF 124.5
ATIS 119.025 (541) 548–1742 **UNICOM** 122.95
REDMOND RCO 122.5 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 128.15
TOWER 124.5 (1400–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 071° 6.6 NM to fld. 4101/18E. HIWAS.
BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 222° 6.5 NM to fld.
ILS 109.1 I–RDM Rwy 22. Class IE. LOM BODEY NDB
COMM/NAV/WEATHER REMARKS: ATC radar svc provided within 40 NM radius by Seattle Center to transponder equipped acft only. RDM ATCT does not provide ATC radar svc.

ROBERTS FLD (See REDMOND)

ROGUE VALLEY INTL–MEDFORD (See MEDFORD)

ROME N42°35.43′ W117°52.09′ NOTAM FILE REO. **KLAMATH FALLS**
(H) VORTACW 112.5 REO Chan 72 at Rome State. 4050/19E. **H–3C, L–11B**
RCO 122.65 (BOISE RADIO)

LOC I-RDM	APP CRS	Rwy Idg	7038
109.1	222°	TDZE	3065
		Apt Elev	3080

ILS or LOC RWY 22

REDMOND/ROBERTS FIELD (RDM)

For inoperative MALSR, increase S-ILS 22 Cat. E visibility to ¾.
For inoperative MALSR, increase S-LOC 22 Cat. D and E visibility to 1. Autopilot coupled approach NA below 4370.

MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 via heading 315° and DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95

DME REQUIRED

MISSED APCH FIX
R-348
168°
348°
CUPRI
DSD 22

MSA RD 25 NM
180°
7700 8200
090° 270°
8500 7300
360°

(IAF) CUPRI DSD 22
R-348
DSD 22 Arc 7800
5710
5108
5720
6080
6040
LR-045
042°
LR-056
LOM BODEY 411 RD
HUTKI DSD 17.3
5100
222° (4.7)
6300 222° (4.7)
(IF) YUBUB DSD 22
3081±
3126±
4101
DESCHUTES 117.6 DSD Chan 123
LOCALIZER 109.1 I-RDM
5335
5800
6178
5560
4570
15 NM
R-171
5930
5850
5697
(IAF) FESOD DSD 22
5148

ELEV 3080 D
222°5.9 NM from FAF
10
22
28
0.5% UP
0.3% UP
TDZE 3065
7006 X 100
7038 X 150

3500	7000 hdg 315°	DSD R-348	CUPRI

VGSI and ILS glidepath not coincident.

Procedure Turn NA

LOM
DSD 7.1
5017
HUTKI DSD 17.3
YUBUB DSD 22
222°
7800
6300
5100
GS 3.00°
TCH 47
5.9 NM
4.7 NM
4.7 NM

CATEGORY	A	B	C	D	E
S-ILS 22	3265-½ 200 (200-½)				
S-LOC 22	3340-½ 275 (300-½)			3340-¾ 275 (300-¾)	
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3780-2¼ 700 (700-2¼)	3780-2½ 700 (700-2½)

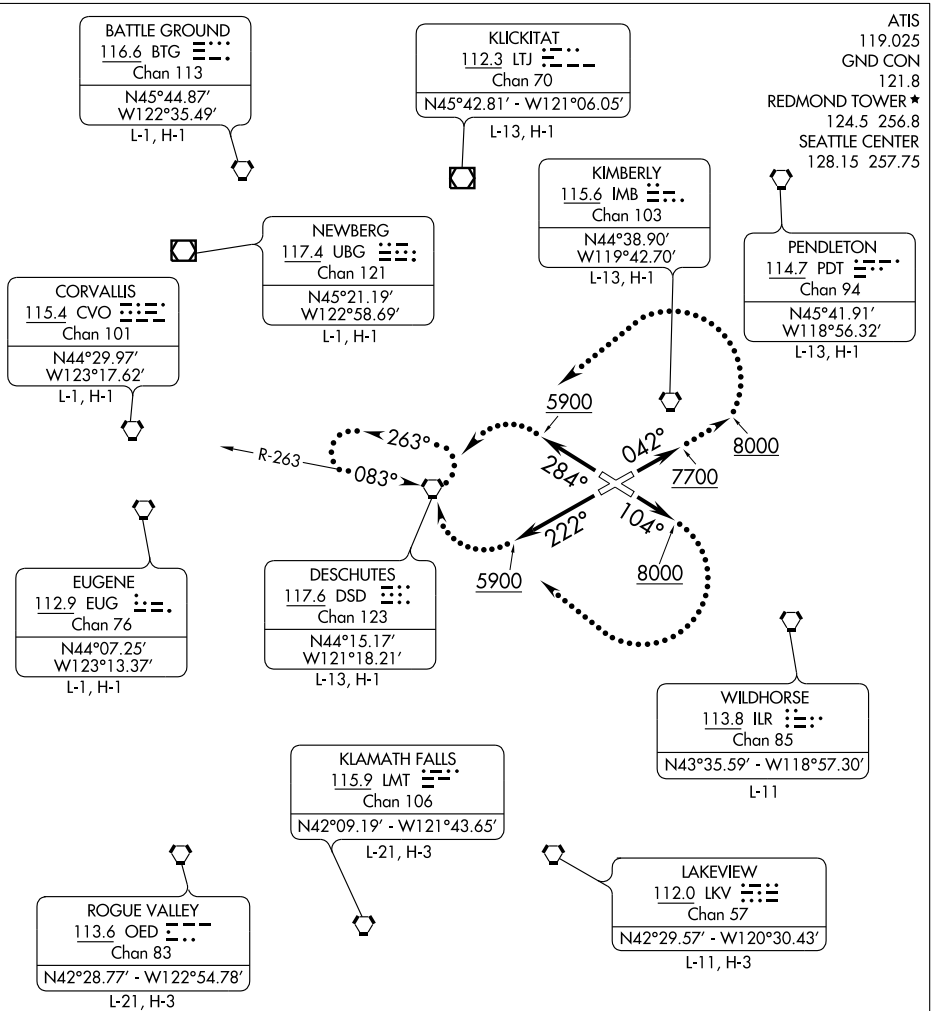
REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

REDMOND ONE DEPARTURE



TAKE-OFF OBSTACLE

Rwy 28: Numerous trees beginning 1′ from DER, 356′ right of centerline, 12′ AGL/3079′ MSL. Tree 364′ from DER, 448′ left of centerline, 15′ AGL/3054′ MSL.

TAKE-OFF MINIMUMS

Rwy 4: Standard with minimum obstacle climb of 371′ per NM to 13000, ATC climb of 465′ per NM to 7700.

Rwy 10: Standard with minimum climb of 406′ per NM to 13000.

Rwy 22: Standard with minimum obstacle climb of 356′ per NM to 13000, ATC climb of 406′ per NM to 5900.

Rwy 28: Standard with minimum climb of 358′ per NM to 13000.

NOTE: RADAR required.

(NARRATIVE ON THE FOLLOWING PAGE)

NOTE: Chart not to scale.

REDMOND ONE DEPARTURE
REDMOND, OREGON
REDMOND/ROBERTS FIELD (RDM)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

REDMOND ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

. . . . Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:
TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .
TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

. . . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC at or above the MEA before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 70514 W04A	APP CRS 042°	Rwy Idg 7038 TDZE 3075 Apt Elev 3080

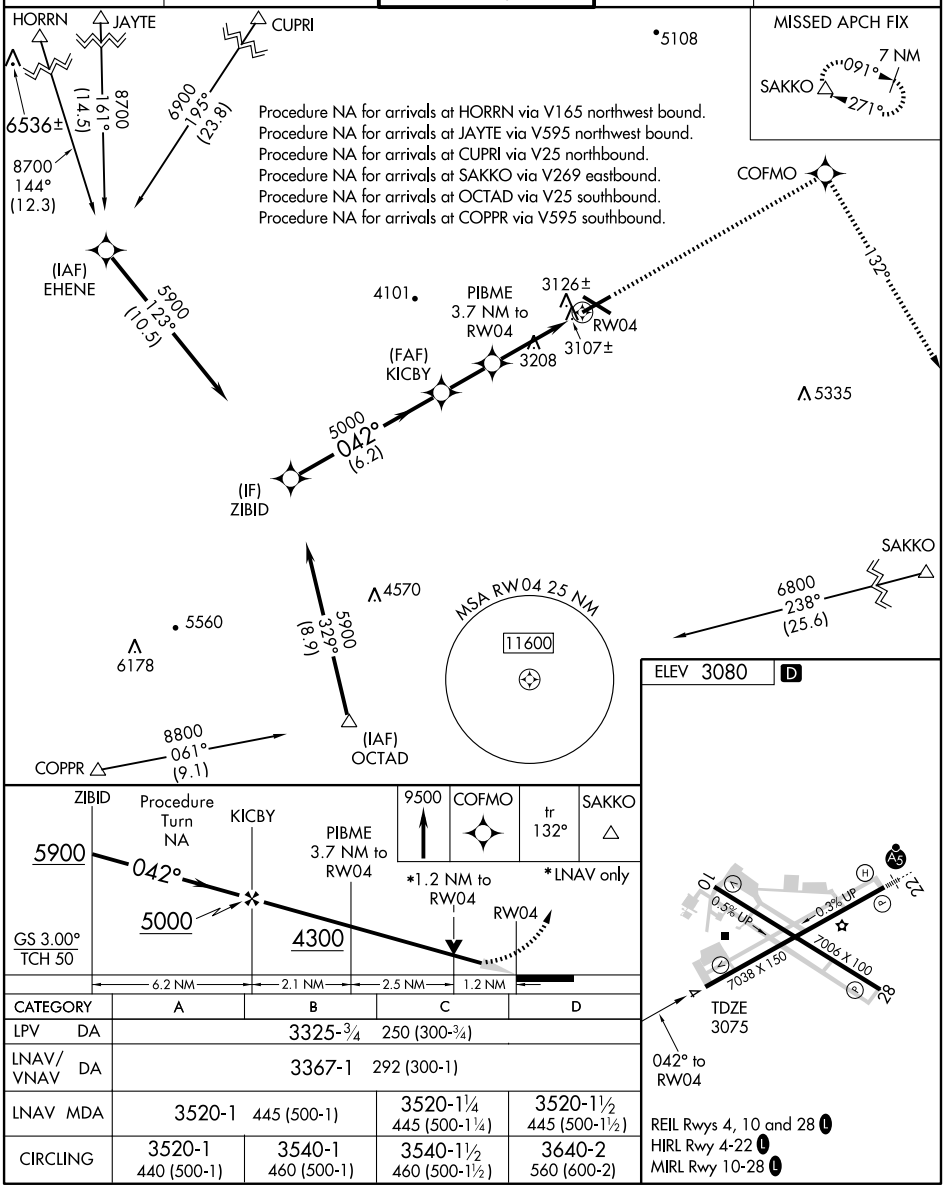
RNAV (GPS) RWY 4

REDMOND/ROBERTS FIELD (RDM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 9500 direct COFMO and via track 132° to SAKKO and hold, continue climb-in-hold to 9500.

ATIS	SEATTLE CENTER	REDMOND TOWER*	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	3325-¾ 250 (300-¾)			
LNAV/VNAV DA	3367-1 292 (300-1)			
LNAV MDA	3520-1 445 (500-1)		3520-1¼ 445 (500-1¼)	3520-1½ 445 (500-1½)
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-2)

ELEV 3080 D

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7006
CH 53514	104°	TDZE	3067
W10A		Apt Elev	3080

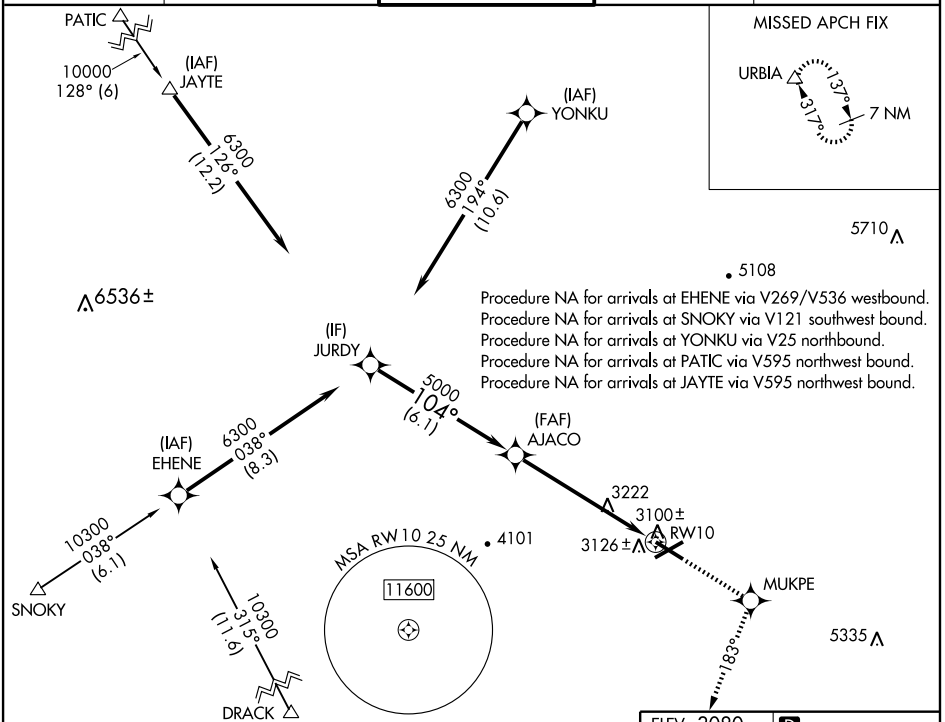
RNAV (GPS) RWY 10

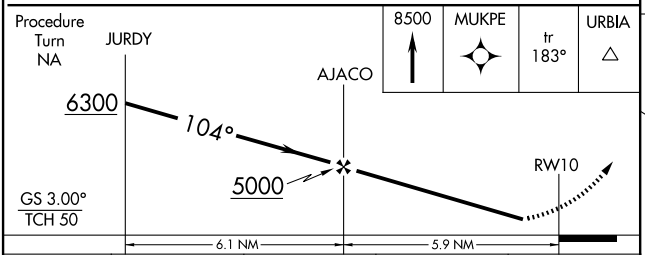
REDMOND/ROBERTS FIELD (RDM)

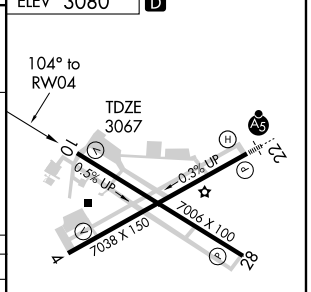
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F).
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 8500 direct MUKPE and via track 183° to URBIA and hold, continue climb-in-hold to 8500.

ATIS	SEATTLE CENTER	REDMOND TOWER ★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	3317-1 250 (300-1)			
LNAV/VNAV DA	3370-1 303 (300-1)			
LNAV MDA	3480-1 413 (400-1)		3480-1¼ 413 (400-1¼)	
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-2)

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7038
CH 82514	222°	TDZE	3065
W22A		Apt Elev	3080

RNAV (GPS) RWY 22

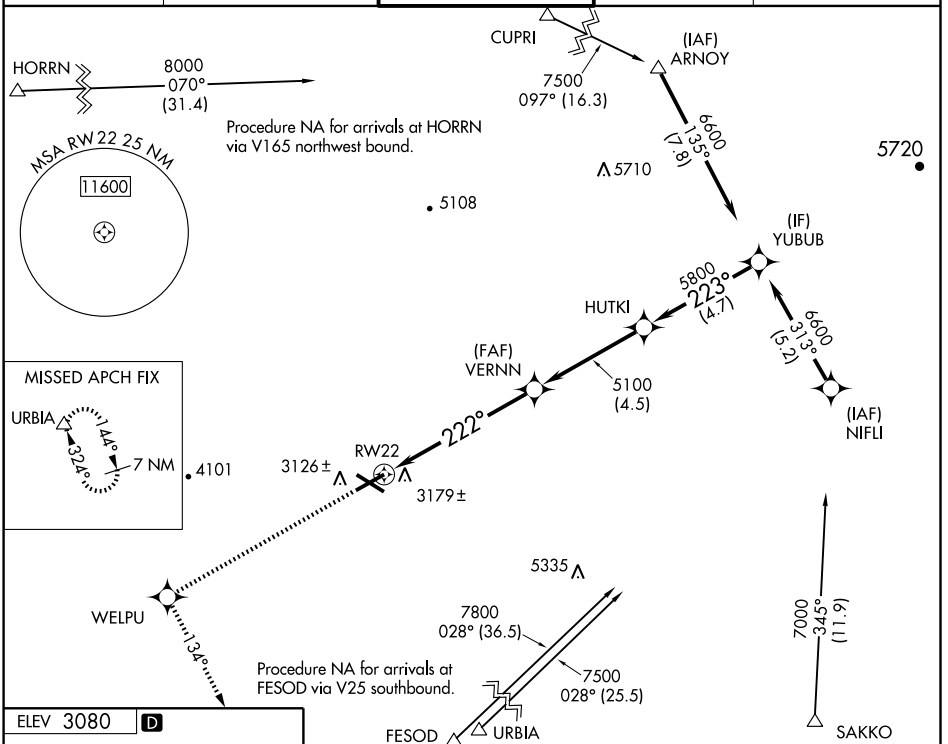
REDMOND/ ROBERTS FIELD (RDM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 7600 direct WELPU and via track 134° to URBIA and hold, continue climb-in-hold to 7600.

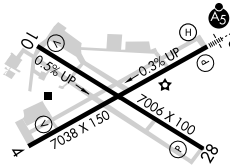
ATIS	SEATTLE CENTER	REDMOND TOWER*	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



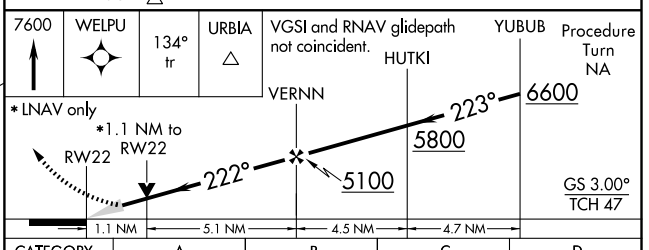
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 3080 D



REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	3265-½ 200 (200-½)			
LNAV/VNAV DA	3449-1 384 (400-1)			
LNAV MDA	3440-½ 375 (400-½)			3440-1 375 (400-1)
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-2)

APP CRS	Rwy Idg	7006
284°	TDZE	3080
	Apt Elev	3080

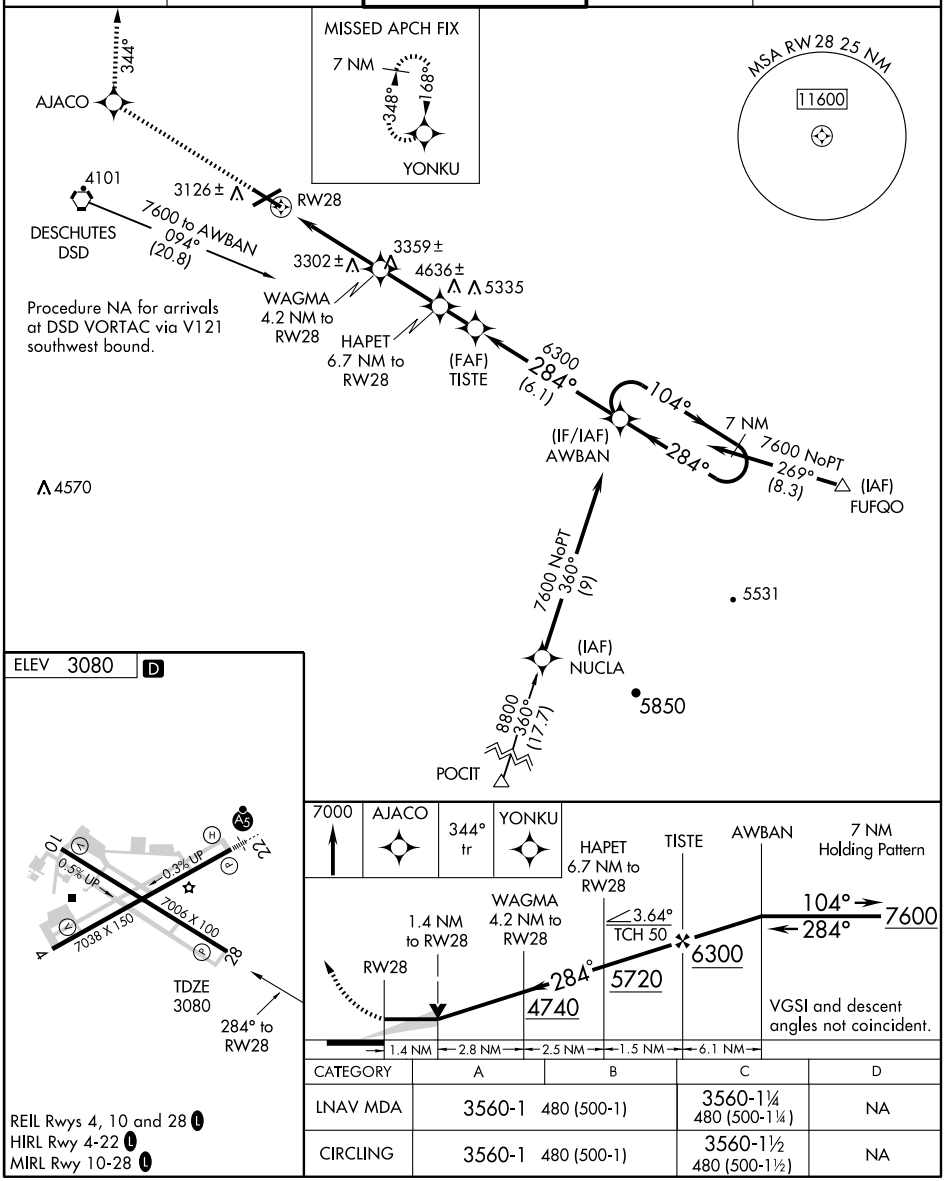
RNAV (GPS) Y RWY 28

REDMOND/ ROBERTS FIELD (RDM)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	3560-1 480 (500-1)		3560-1¼ 480 (500-1¼)	NA
CIRCLING	3560-1 480 (500-1)		3560-1½ 480 (500-1½)	NA

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7006
CH 90214	284°	TDZE	3080
W28A		Apt Elev	3080

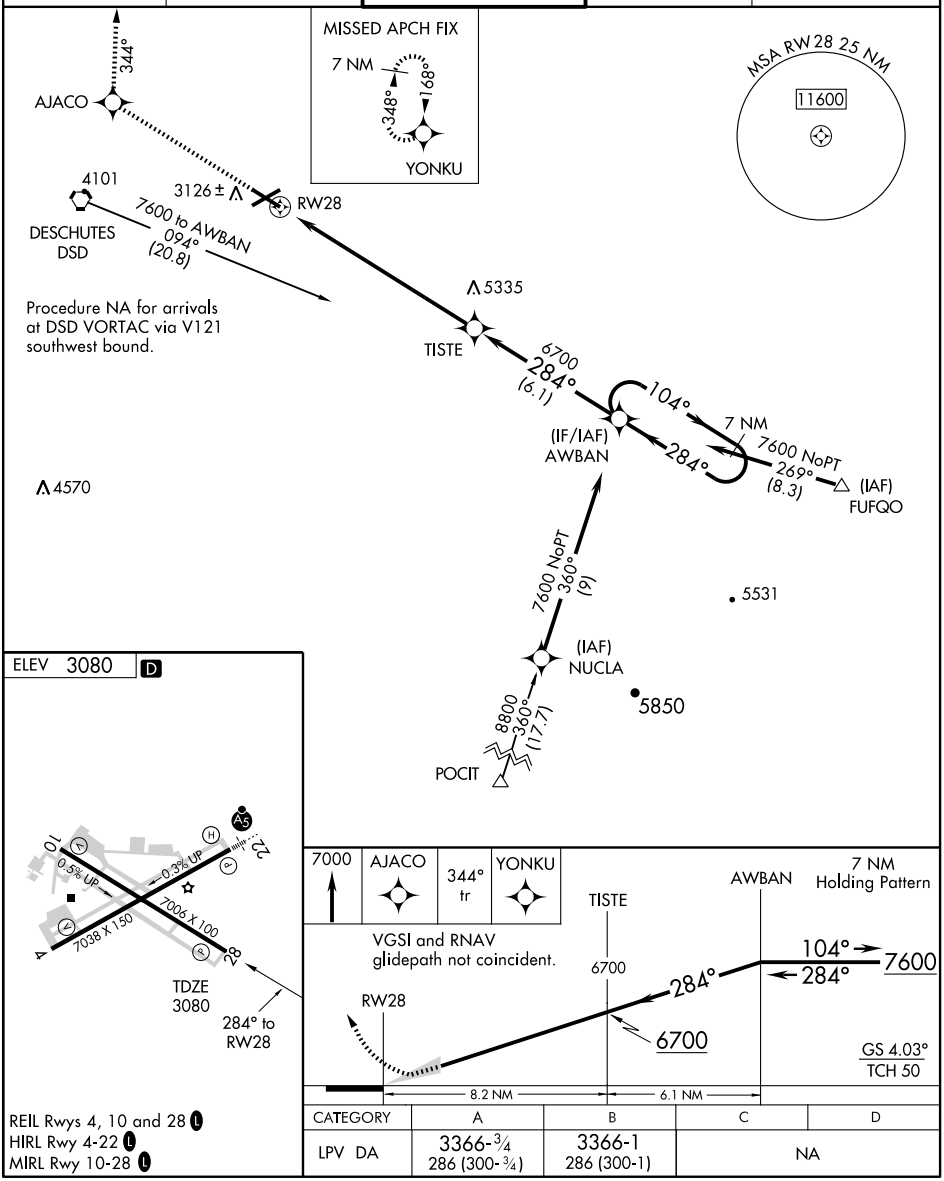
RNAV (GPS) Z RWY 28

REDMOND/ROBERTS FIELD (RDM)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	3366-¾ 286 (300-¾)	3366-1 286 (300-1)	NA	

REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

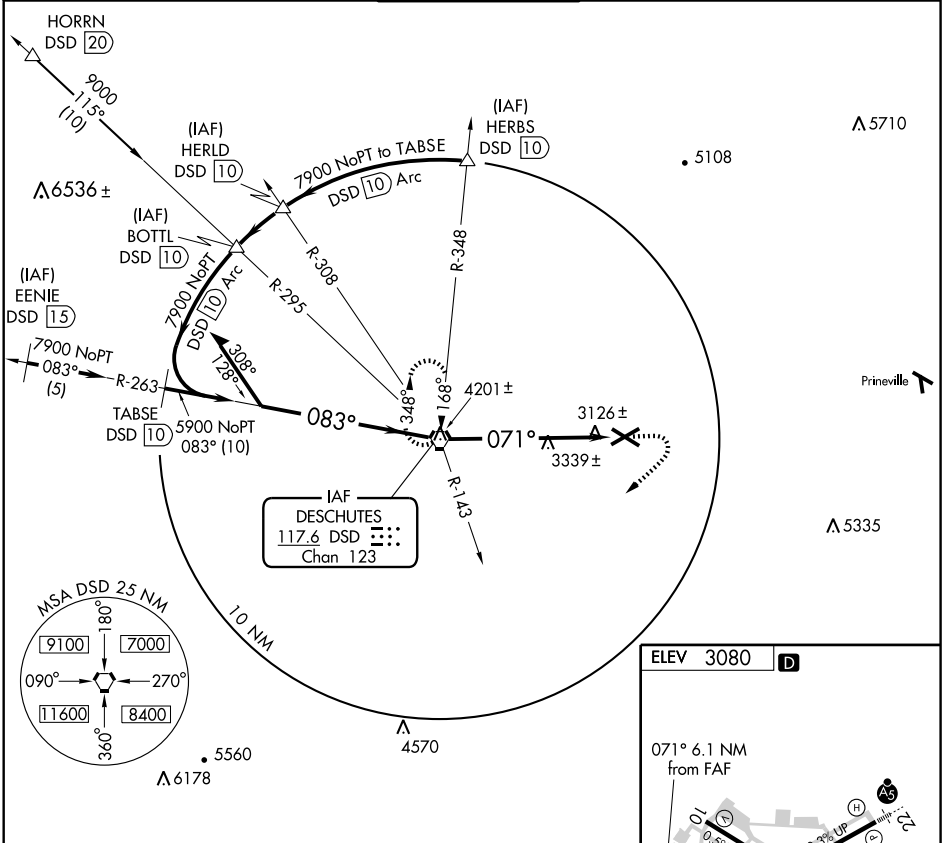
VORTAC DSD 117.6 Chan 123	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 3080

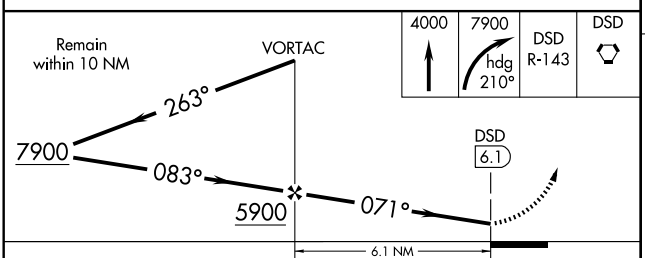
VOR-A

REDMOND/ROBERTS FIELD (RDM)

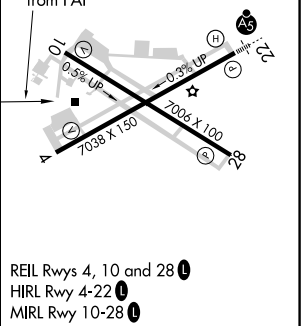
MISSED APPROACH: Climb to 4000 then climbing right turn to 7900 via heading 210° and DSD R-143 to DSD VORTAC and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95





ELEV 3080 D



REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	3600-1 520 (600-1)		3600-1½ 520 (600-1½)	3640-2 560 (600-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 22

REDMOND/ROBERTS FIELD (RDM)

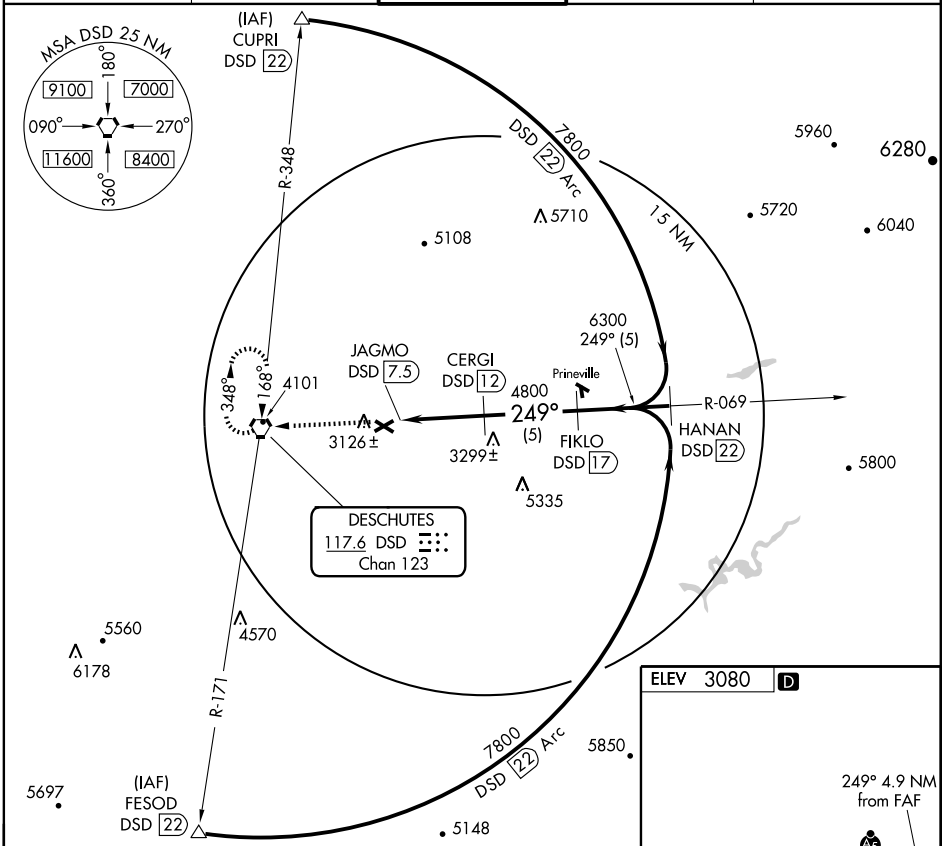
VORTAC DSD 117.6 Chan 123	APP CRS 249°	Rwy Idg 7038 TDZE 3065 Apt Elev 3080

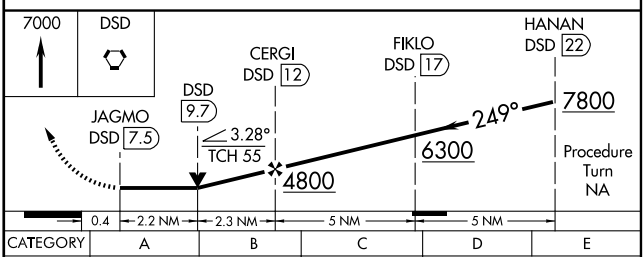
Inoperative table does not apply.

MALSR

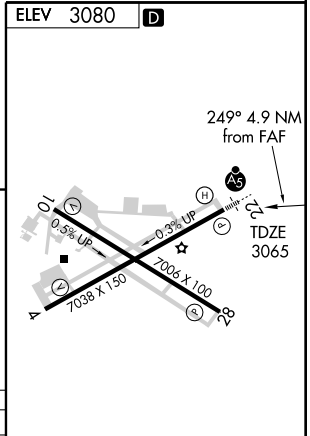
MISSED APPROACH: Climb to 7000 direct DSD VORTAC and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	128.15 257.75	124.5 (CTAF) L 256.8	121.8	122.95





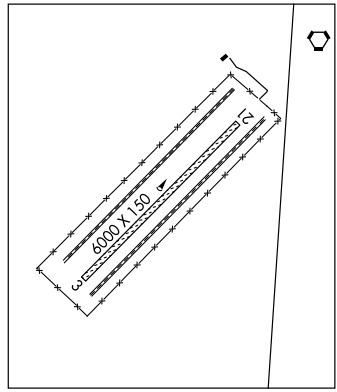
CATEGORY	A	B	C	D	E
S-22	4000-1¼ 935 (1000-1¼)		4000-2¾ 935 (1000-2¾)	4000-3 935 (1000-3)	
CIRCLING	4000-1¼ 920 (1000-1¼)		4000-2¾ 920 (1000-2¾)	4000-3 920 (1000-3)	



REIL Rwys 4, 10 and 28 L
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

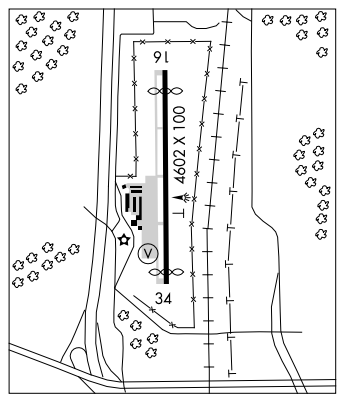
ROME STATE (REO) 20 SW UTC−8(−7DT) N42°34.66′ W117°53.13′ KLAMATH FALLS
4053 TPA—5053(1000) NOTAM FILE REO
RWY 03–21: 6000X150 (GRVL)
AIRPORT REMARKS: Unattended. Sage growing in primary sfc. Rwy 03–21 sagebrush growing on west portion of rwy. Rwy 03–21 limited by arpt operator to 8000 pounds single wheel gear.
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (BOISE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE REO.
(H) VORTACW 112.5 REO Chan 72 N42°35.43′ W117°52.09′ at fld. 4050/19E.



ROSEBURG

GEORGE FELT (5S1) 3 W UTC−8(−7DT) N43°13.49′ W123°23.82′ KLAMATH FALLS
428 NOTAM FILE MMV
RWY 10–28: 2300X100 (TURF)
RWY 10: Trees. **RWY 28:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Deer frequently on rwy. Migratory flocks of waterfowl on and in vicinity of arpt. Soft earth off rwy and taxiway when wet. For noise abatement fly to river before turning. Monitor Roseburg Rgnl CTAF/UNICOM for conflicting acft.
COMMUNICATIONS: CTAF 122.9

ROSEBURG RGNL (RBG) 1 NW UTC−8(−7DT) N43°14.33′ W123°21.35′ KLAMATH FALLS L–1A IAP
529 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE RBG
RWY 16–34: H4602X100 (ASPH) S–42, D–54, 2D–88 MIRL 0.6% up NW
RWY 16: REIL. Thld dsplcd 700′. Pole.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 53′. Thld dsplcd 371′. Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. Migratory flocks of waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF. Rwy 34 VASI opr continuously.
WEATHER DATA SOURCES: ASOS 135.475 (541) 673–1483.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.55 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 121.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RBG.
(L) VORW/DME 108.2 RBG Chan 19 N43°10.95′ W123°21.14′ 337° 3.4 NM to fld. 1320/20E.



ROSEBURG N43°10.95′ W123°21.14′ NOTAM FILE RBG. KLAMATH FALLS H–1B, L–1A
(L) VORW/DME 108.2 RBG Chan 19 337° 3.4 NM to Roseburg Rgnl. 1320/20E.
VOR unusable:
070°–130° beyond 20 NM below 8000′
130°–150° beyond 20 NM below 7000′
240°–290° beyond 25 NM below 5000′
DME unusable:
070°–130° beyond 20 NM below 8000′
130°–190° beyond 30 NM below 7000′
240°–320° beyond 25 NM below 5000′
RCO 122.55 (MC MINNVILLE RADIO)

SALEM N44°55.14′ W123°00.54′ SEATTLE L–1B
RCO 122.6 (Mc MINNVILLE RADIO)

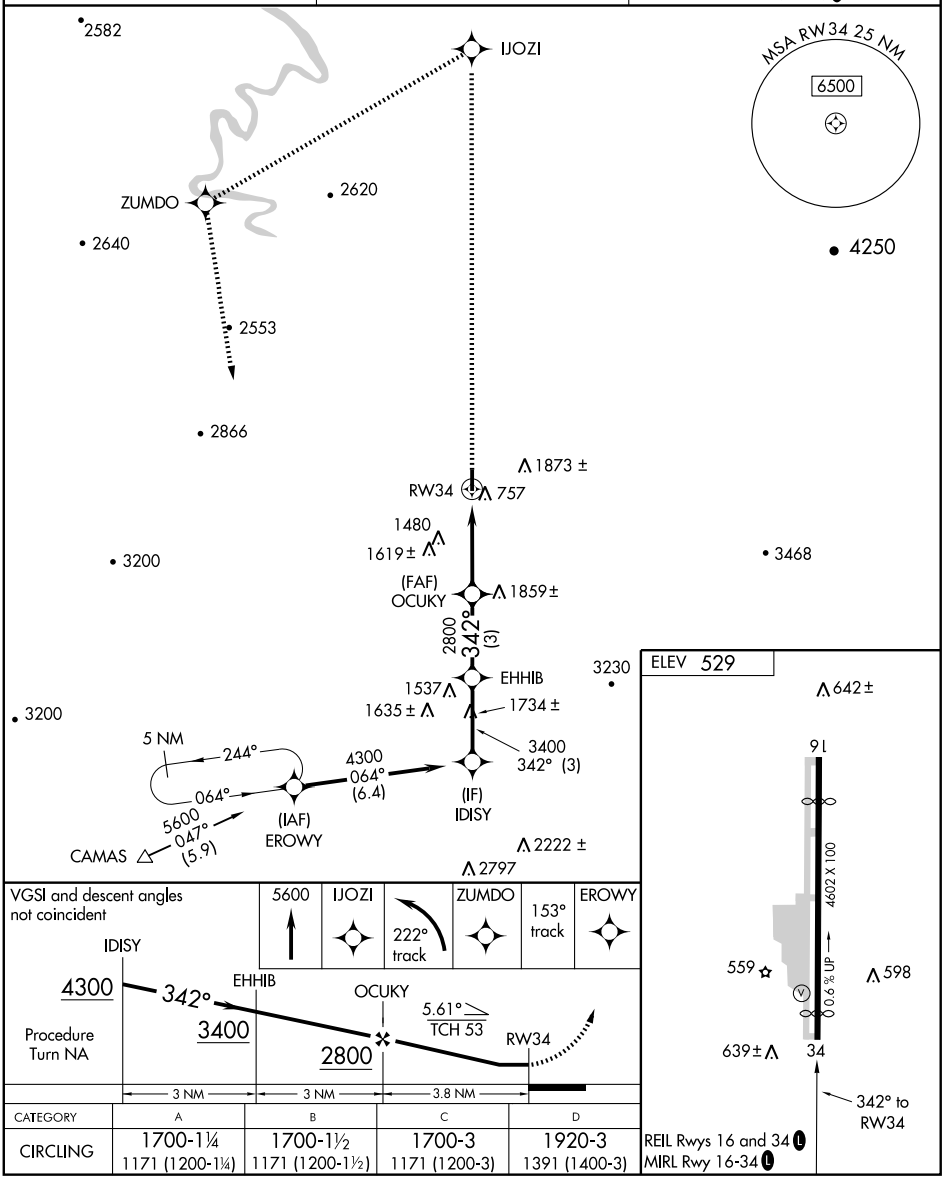
APP CRS		
342°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	529

RNAV (GPS)-B
ROSEBURG RGNL (RBG)

Circling NA east of Rwy 16-34.
If local altimeter setting not received, use North Bend altimeter setting and increase all MDAs 520 feet.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 5600 direct IJOZI and left turn via 222° track to ZUMDO and via 153° track to EROWY and hold.

ASOS	SEATTLE CENTER	UNICOM
135.475	121.4 239.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1171 (1200-1¼)	1700-1½ 1171 (1200-1½)	1700-3 1171 (1200-3)	1920-3 1391 (1400-3)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

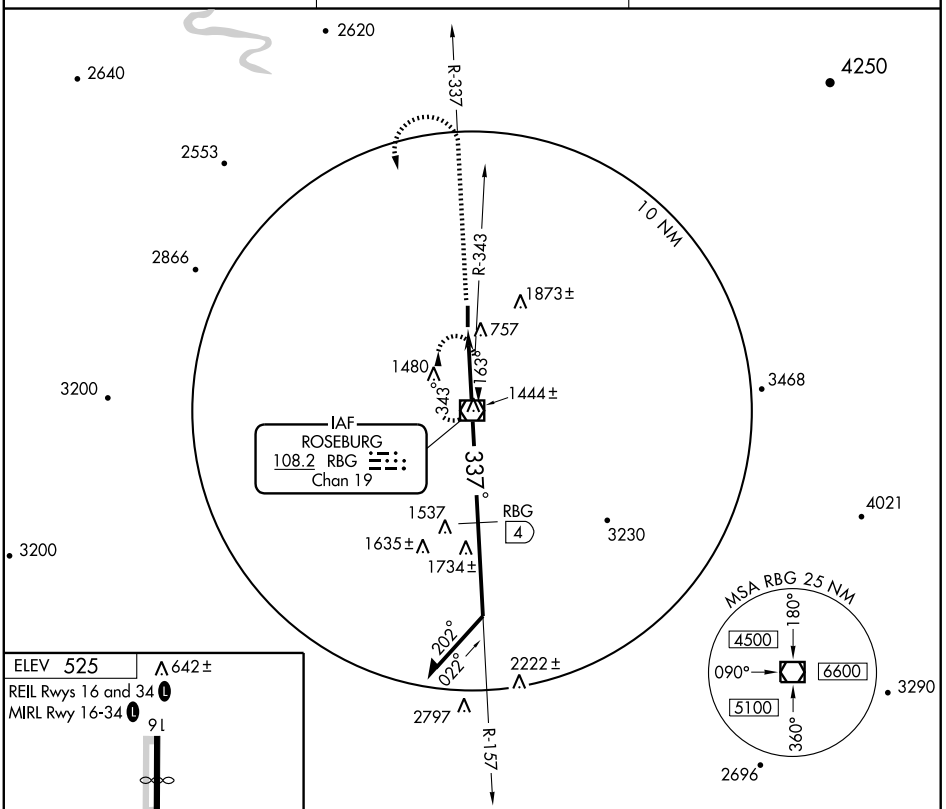
VOR/DME RBG	APP CRS	Rwy Idg	N/A
108.2	337°	TDZE	N/A
Chan 19		Apt Elev	525

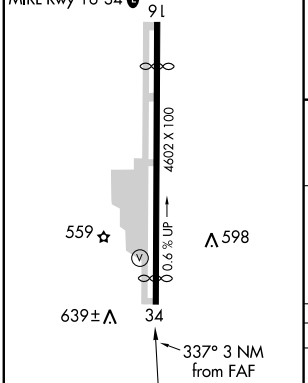
VOR-A
ROSEBURG RGNL (RBG)

NA — Circling not authorized east of Rwy 16-34.

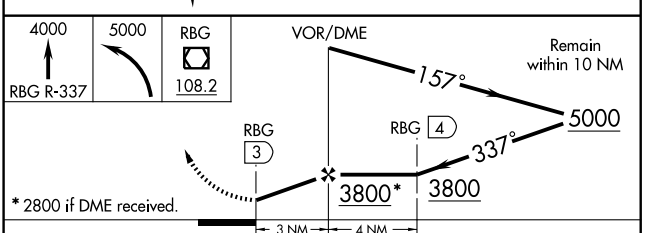
MISSED APPROACH: Climb to 4000 via RBG R-337 within 15 NM; then climbing left turn to 5000 direct RBG VOR/DME and hold.

ASOS	SEATTLE CENTER	UNICOM
135.475	121.4 239.0	122.8 (CTAF) L





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
CIRCLING	2600-1¼ 2075 (2100-1¼)	2600-1½ 2075 (2100-1½)	2600-3 2075 (2100-3)	
	DME MINIMUMS			
CIRCLING	1740-1¼ 1215 (1300-1¼)	1740-1½ 1215 (1300-1½)	1740-3 1215 (1300-3)	1920-3 1395 (1400-3)

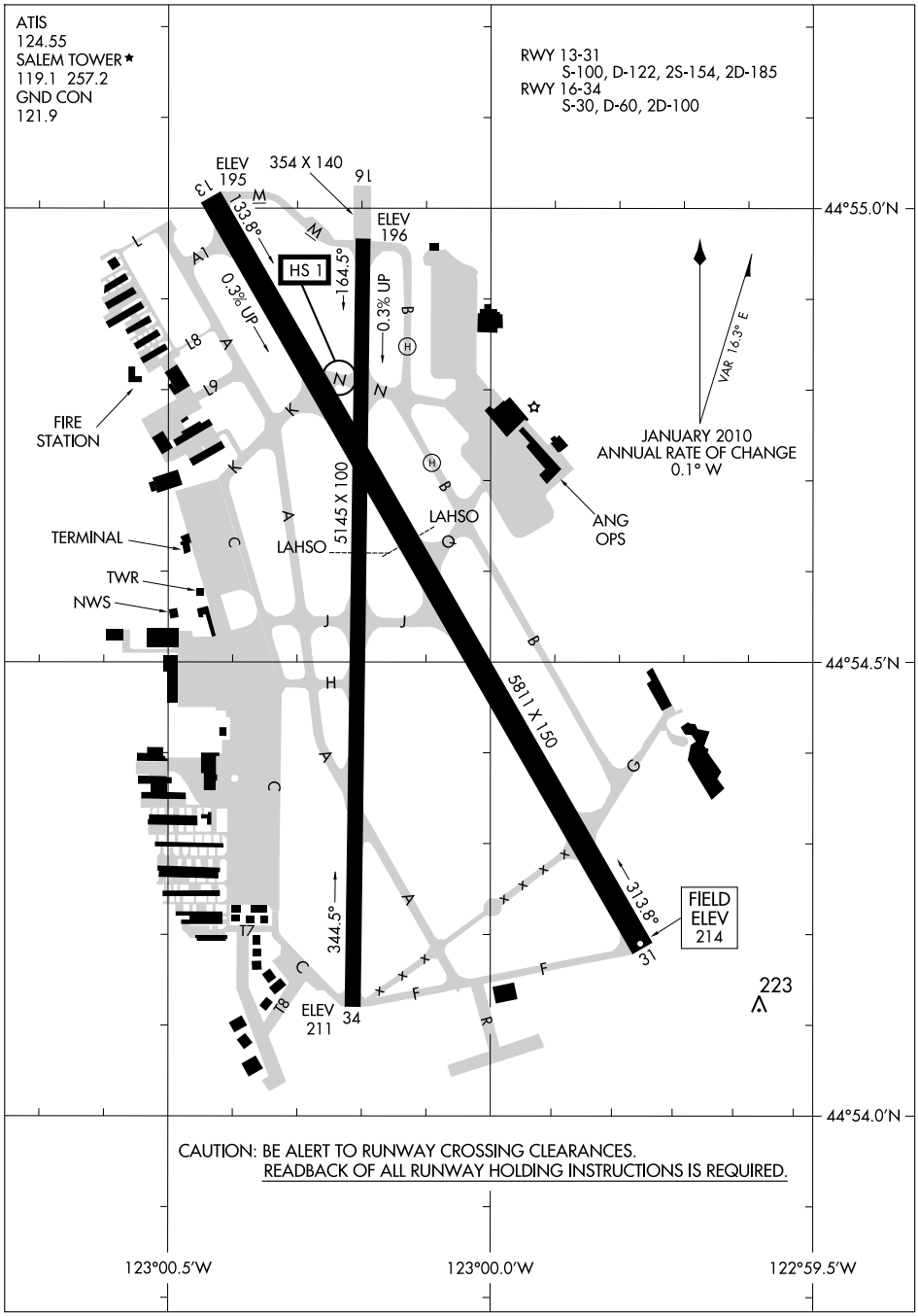
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SALEM/MCNARY FIELD (SLE)

SALEM, OREGON

AL-361 (FAA)



NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SALEM, OREGON

SALEM/MCNARY FIELD (SLE)

10266

SALEM

McNARY FLD (SLE) 2 SE UTC−8(−7DT) N44°54.57′ W123°00.15′ **SEATTLE**

214 B S4 **FUEL** 100LL, JET A OX 1, 3 Class IV, ARFF Index A NOTAM FILE SLE **H–1B, L–1B**

RWY 13–31: H5811X150 (ASPH–GRVD) S–100, D–122, 2S–154, 2D–185 HIRL 0.3% up SE **IAP, AD**

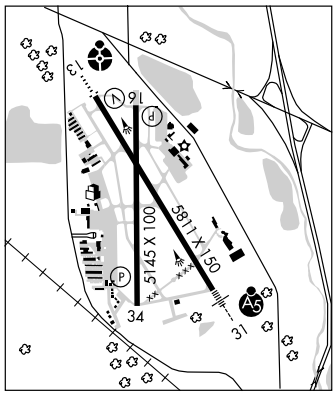
RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 51′. Road.

RWY 31: MALSR. Tree.

RWY 16–34: H5145X100 (ASPH–GRVD) S–30, D–60, 2D–100 MIRL 0.3% up S

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 34: REIL. PAPI(P4L)—GA 4.0° TCH 44′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	16–34	3150
RWY 34	13–31	3050

AIRPORT REMARKS: Attended 1530Z‡–dusk. Self fueling (100LL only) avbl 24 hrs a day. Jet A avbl after normal business hrs with advanced notice at 503–508–4178 or 503–364–0111. CAUTION: Rising terrain west of arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on 503–588–6314. PPR required for parking acft on general aviation ramp over 99,000 lbs call airport manager 503–588–6314. Bird hazard: Heavy concentration waterfowl adj to arpt and approaches to all rwys. Twy A from Twy L to L9 not visible from ATCT. Flocks of geese concentrated transiting CLASS D airspace at TPA Oct–May. Noise abatement procedures in effect. When twr clsd ACTIVATE HIRL Rwy 13–31, MIRL Rwy 16–34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS (503) 371–1062.

COMMUNICATIONS: CTAF 119.1 **ATIS** 124.55 **UNICOM** 122.95

SALEM RCO 122.6 (MC MINNVILLE RADIO)

Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8

SALEM TOWER 119.1 (1500–0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 161° 26.6 NM to fld. 1440/21E. **HIWAS.**

TURNO NDB (LOM) 266 SL N44°50.85′ W122°57.06′ 330° 4.3 NM to fld. LOM unmonitored when twr clsd.

ILS/DME 110.3 I–SLE Chan 40 Rwy 31. LOM TURNO NDB. ILS and LOM unmonitored when tower closed. Localizer back course unusable beyond 16 NM below 2,400′.

SANDY

COUNTRY SQUIRE AIRPARK (S48) 3 S UTC−8(−7DT) N45°21.27′ W122°16.08′ **SEATTLE**

1175 NOTAM FILE MMV **L–1B**

RWY 07–25: H3095X32 (ASPH) S–7

RWY 07: Trees. **RWY 25:** Trees.

AIRPORT REMARKS: Attended irregularly. CAUTION: Watch for deer on and in vicinity of arpt. Sink hole located 75′ N of the AER 25. Rwy 07–25 loose gravel on surface, grass growing in cracks. Ldg fee. Overnight tiedown fee and landing fee for non based acft.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 129° 27.3 NM to fld. 253/21E.

SANDY RIVER (Ø3S) 1 NE UTC−8(−7DT) N45°24.10′ W122°13.72′ **SEATTLE**

704 S3 **FUEL** 100LL TPA—See Remarks NOTAM FILE MMV

RWY 08–26: 2115X100 (TURF)

RWY 08: Trees. **RWY 26:** Tree.

AIRPORT REMARKS: Attended sunrise–sunset. Extensive ultralight activity on and in vicinity of arpt. Ultralight operations use right traffic and TPA—1304(600), do not land on turf adjacent to rwy. Rwy 08–26 not marked.

COMMUNICATIONS: CTAF/UNICOM 122.8

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-SLE	APP CRS	Rwy Idg 5811
110.3	313°	TDZE 214
Chan 40		Apt Elev 214

ILS or LOC RWY 31

SALEM / MCNARY FIELD (SLE)

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Mc Minnville altimeter setting and increase DA 49 feet, and all MDA 60 feet; increase circling Cat D visibility to 2 ¾ miles. VDP NA when using Mc Minnville altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 via I-SLE NW course to ARTTY FM/INT/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER *	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95

ALTERNATE MISSED APCH FIX

TURNO SL 266

Procedure NA for arrivals at JAIME via V536 eastbound.
Procedure NA for arrivals at GLORR via V448 southbound.

MSA SL 25 NM
200°
3100
110°
6300
320°
4800

3300 to LOTKE 133° (12.4)

NEWBERG 117.4 UBG Chan 121

ARTTY FM/INT I-SLE 5.6

LOCALIZER 110.3 I-SLE Chan 40

LOM TURNO 266 SL

(IAF) LOTKE INT I-SLE 6.8

CORVALLIS 115.4 CVO Chan 101

SCIOS I-SLE 11.3

3500 NoPT 313° (7.3)

5600 NoPT 313° (16.1)

(IF/IAF) GLORR I-SLE 18.5

(IAF) JAIME I-SLE 34.6

10 NM

R-359 R-155 R-021 R-031 R-049

1 min 133° 313°

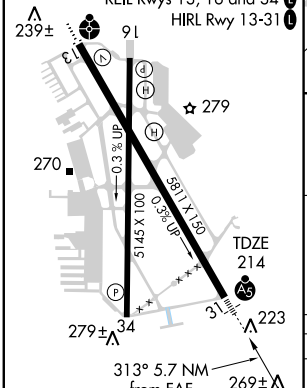
2100 313° (4.4)

3500 021° (24.8)

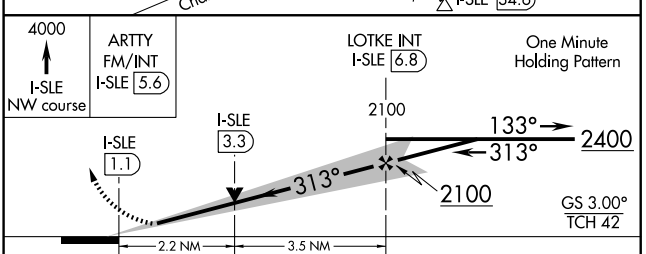
1289 714 354 392 696 575 366 673± 1449 755 1095 2064 2564 2096

ELEV 214

MIRL Rwy 16-34 L
REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31	*414/24 200 (200-½)			
S-LOC 31	960/24 746 (800-½)	960/40 746 (800-¾)	960-1¾ 746 (800-1¾)	960-2 746 (800-2)
CIRCLING	960-1 746 (800-1)	960-1¼ 746 (800-1¼)	960-2¼ 746 (800-2¼)	1000-2½ 786 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

23 SEP 2010 to 21 OCT 2010

LOC/DME I-SLE	APP CRS	Rwy Idg 5811
110.3	133°	TDZE 204
Chan 40		Apt Elev 214

LOC BC RWY 13

SALEM / MCNARY FIELD (SLE)

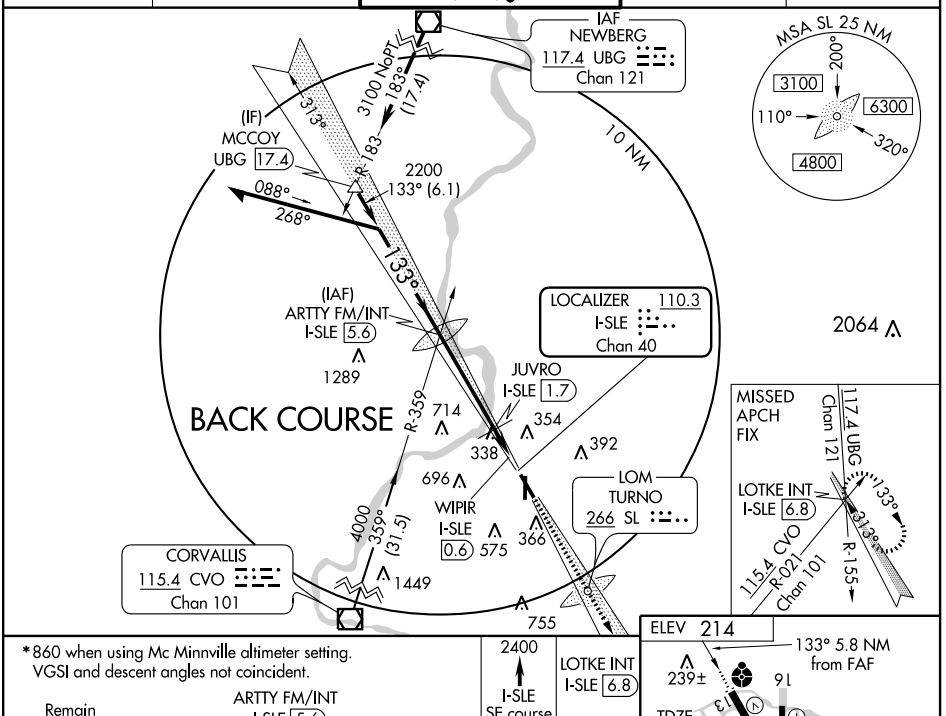
T
A NA

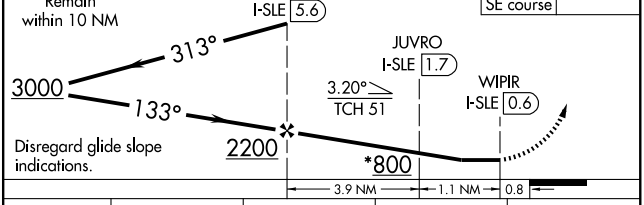
Inoperative table does not apply to S-13 Cat C or when using McMinnville altimeter setting to S-13 Cat C and JUVRO fix minimums Cat C.
ARTTY INT not authorized for final approach fix.
When local altimeter setting not received, use McMinnville altimeter setting and increase all MDA 60 feet and Cat C and D visibility ¼ mile, for JUVRO fix minimums, increase S-13 Cat C visibility ½ mile, Cat D visibility ¼ mile.

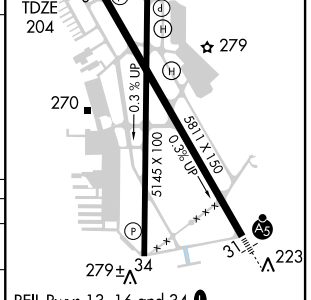
ODALS

MISSED APPROACH: Climb to 2400 via I-SLE SE course to LOTKE INT/I-SLE 6.8 DME and hold, continue climb-in-hold to 2400.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95







CATEGORY	A	B	C	D
S-13	800-¾ 596 (600-¾)		800-1½ 596 (600-1½)	800-1¾ 596 (600-1¾)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)
JUVRO FIX MINIMUMS				
S-13	600-¾ 396 (400-¾)			600-1¼ 396 (400-1¼)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)

REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L
MIRL Rwy 16-34 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	214
Chan 40		Apt Elev	214

LOC/DME RWY 31

SALEM / MCNARY FIELD (SLE)

MALSR

MISSED APPROACH: Climb to 4000 via I-SLE LOC northwest course to ARTTY FM/Int/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95

ALTERNATE MISSED APCH FIX

LOM/INT TURNO SL I-SLE 5

EUG R-355

Procedure NA for arrivals at JAIME via V536 eastbound and arrivals at GLORR via V448 southbound.

MSA SL 25 NM

200° 3100 6300 110° 320° 4800

NEWBERG 117.4 UBG Chan 121

BATTLEGROUND 116.6 BTG Chan 113

ARTTY INT/FM I-SLE 5.6

BTG 44

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

LOCALIZER 110.3 I-SLE Chan 40

LOM/IAF TURNO 266 SL I-SLE 5

TURNO INT I-SLE 5

I-SLE 3.1

CORVALLIS 115.4 CVO Chan 101

SCIOS I-SLE 11.3

EUGENE 112.9 EUG Chan 76

(IF/IAF) GLORR I-SLE 18.5

(IAF) JAIME I-SLE 34.6

ELEV 214

TDZE 214

5811 X 150

5145 X 100

0.3% UP

279

270

279±

223

269±

313° 3.9 NM from FAF

REIL Rwys 13, 16 and 34 L

HIRL Rwy 13-31 L

MIRL Rwy 16-34 L

4000 I-SLE LOC

ARTTY INT I-SLE 5.6

TURNO LOM/INT I-SLE 5

Remain within 10 NM

I-SLE 1.1 I-SLE 2.5 I-SLE 3.1 3.50° TCH 55

133° 313° 2600 960 1700

1.4 NM 0.6 1.9 NM

CATEGORY	A	B	C	D
S-31	780/24 566 (600-½)		780/50 566 (600-1)	780/60 566 (600-1¼)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5811
CH 86202	313°	TDZE	214
W31A		Apt Elev	214

RNAV (GPS) RWY 31

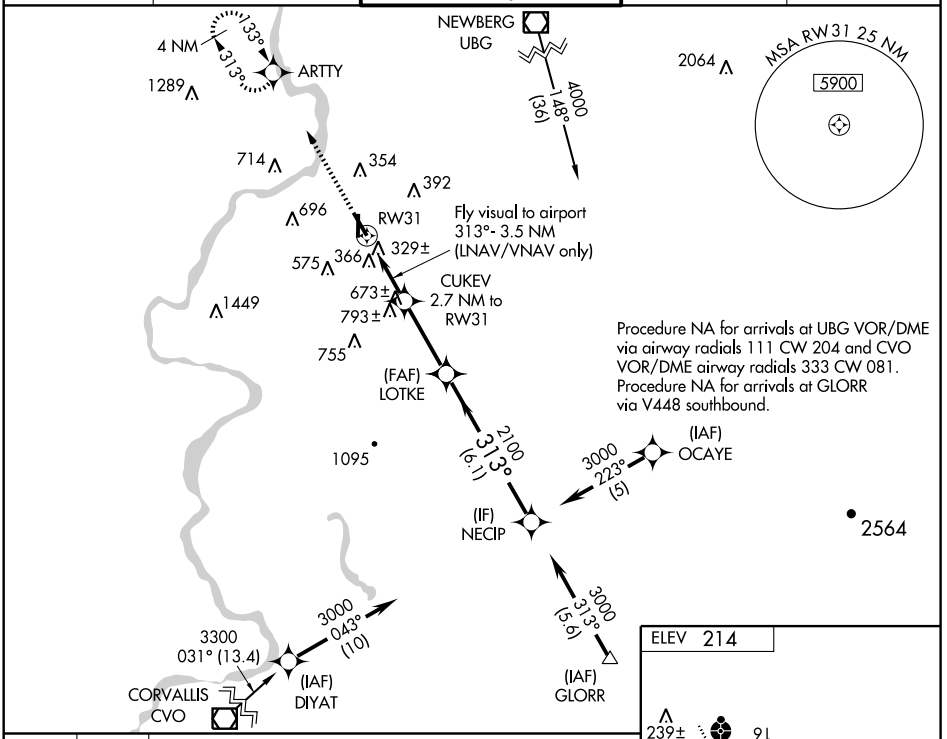
SALEM / MCNARY FIELD (SLE)

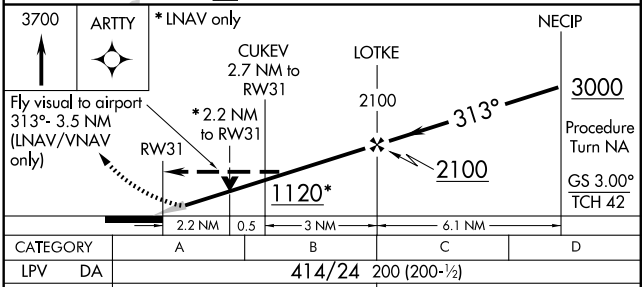
Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use McMinnville altimeter setting and increase all DA 49 feet; increase all MDA 60 feet and LNAV and circling visibility Cats B/C/D ¼ mile. Baro-VNAV and VDP NA when using McMinnville altimeter setting.

MALSR

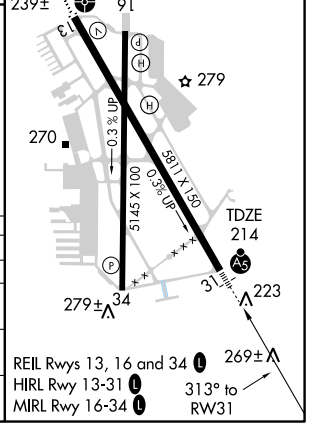
MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	414/24 200 (200-½)			
LNAV/VNAV DA	1334-2 1120 (1200-2)		1334-3 1120 (1200-3)	
LNAV MDA	940/24 726 (800-½)		940-1½ 726 (800-1½)	940-1¾ 726 (800-1¾)
CIRCLING	940-1 726 (800-1)		940-2 726 (800-2)	1000-2½ 786 (800-2½)



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

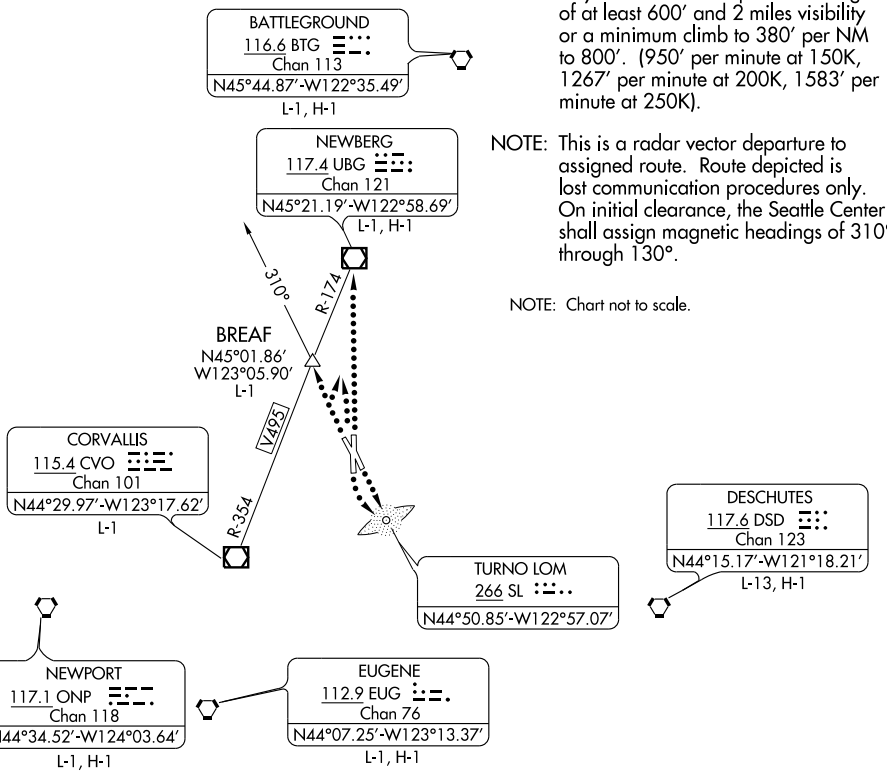
GND CON
121.9
SALEM TOWER ★
119.1 (CTAF) 257.2
SEATTLE CENTER
125.8 291.7

NOTE: Rwy 13-This SID requires a ceiling of at least 600′ and 2 miles visibility, or a minimum climb of 240′ per NM to 800′. (600′ per minute at 150K, 800′ per minute at 200K, 1000′ per minute at 250K).

NOTE: Rwy 16 - This SID requires a ceiling of at least 600′ and 2 miles visibility or a minimum climb to 380′ per NM to 800′. (950′ per minute at 150K, 1267′ per minute at 200K, 1583′ per minute at 250K).

NOTE: This is a radar vector departure to assigned route. Route depicted is lost communication procedures only. On initial clearance, the Seattle Center shall assign magnetic headings of 310° through 130°.

NOTE: Chart not to scale.



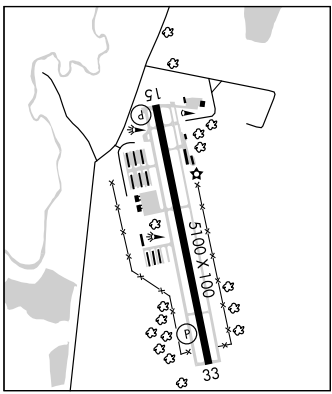
DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned route.
LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000′, continue climb to assigned altitude.
Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).
Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).
Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route).

NW-1, 23 SEP 2010 to 21 OCT 2010

SANTIAM JUNCTION STATE (8S3) 0 S UTC−8(−7DT) N44°26.07′ W121°56.54′ **KLAMATH FALLS**
3780 TPA—4780(1000) NOTAM FILE MMV
RWY 06–24: 2800X150 (GRVL)
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1–May 1 or when covered by snow. Owner advises ctc with Department of Aviation 503–378–4880 prior to use. Land to east tkf to west. Arpt surrounded by trees and high terrain. Rwy 06–24 marked with white tires at corners. Rwy thlds marked with white tires at corners. State Highway Maintenance Station nearby.
COMMUNICATIONS: CTAF 122.9

SCAPPOOSE INDUSTRIAL AIRPARK (SPB) 1 NE UTC−8(−7DT) N45°46.26′ W122°51.71′ **SEATTLE**
58 B S4 **FUEL** 100LL, JET A NOTAM FILE SPB **H–1B,L–1C**
RWY 15–33: H5100X100 (ASPH–RFSC) S–30, D–50, 2D–90 MIRL 0.5% up NW **IAP**
RWY 15: REIL. PAPI(P4R)—GA 3.73° TCH 41′. Tree.
RWY 33: PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended 1600Z‡–dusk. Extensive ultralight activity on west side parallel twy. PAPI Rwy 33 OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (503) 543–6401.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PORTLAND APP CON** 124.35 Ⓡ**PORTLAND DEP CON** 133.0
CLNC DEL 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 256° 11.4 NM to fld. 253/21E.
ILS/DME 111.1 I–FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.



SEASIDE MUNI (56S) 1 NE UTC−8(−7DT) N46°00.90′ W123°54.46′ **SEATTLE**
12 B TPA—1012(1000) NOTAM FILE MMV
RWY 16–34: H2211X50 (ASPH) S–12 LIRL
RWY 16: Thld dsplcd 155′. Trees. **RWY 34:** Tree.
AIRPORT REMARKS: Unattended. Birds and elk on and in vicinity of rwy.
COMMUNICATIONS: CTAF 122.9

SEXTON SUMMIT STX N42°36.00′ W123°22.04′/3838. **KLAMATH FALLS**
ASOS 118.375 541–471–1460 **L–2J**

SEXTON SUMMIT N42°35.99′ W123°22.04′ **KLAMATH FALLS**
RCO 122.5 (MC MINNVILLE RADIO) **L–2J**

SILETZ BAY STATE (See GLENEDEN BEACH)

SILVER LAKE F S STRIP (45S) 3 SW UTC−8(−7DT) N43°06.66′ W121°05.65′ **KLAMATH FALLS**
4492 NOTAM FILE MMV
RWY 03–21: 3000X55 (GRVL–DIRT)
RWY 03: Fence. **RWY 21:** Fence.
AIRPORT REMARKS: Unattended. Rwy soft when wet, call 541–576–7520 for current conditions. Rwy 03 outlined with white tires. Rwy 03–21 has fence post at each end of rwy painted orange and white. Rwy 03–21 weed growth and sage throughout primary sfc.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-FKO	APP CRS	Rwy Idg	5100
111.1	149°	TDZE	55
Chan 48		Apt Elev	55

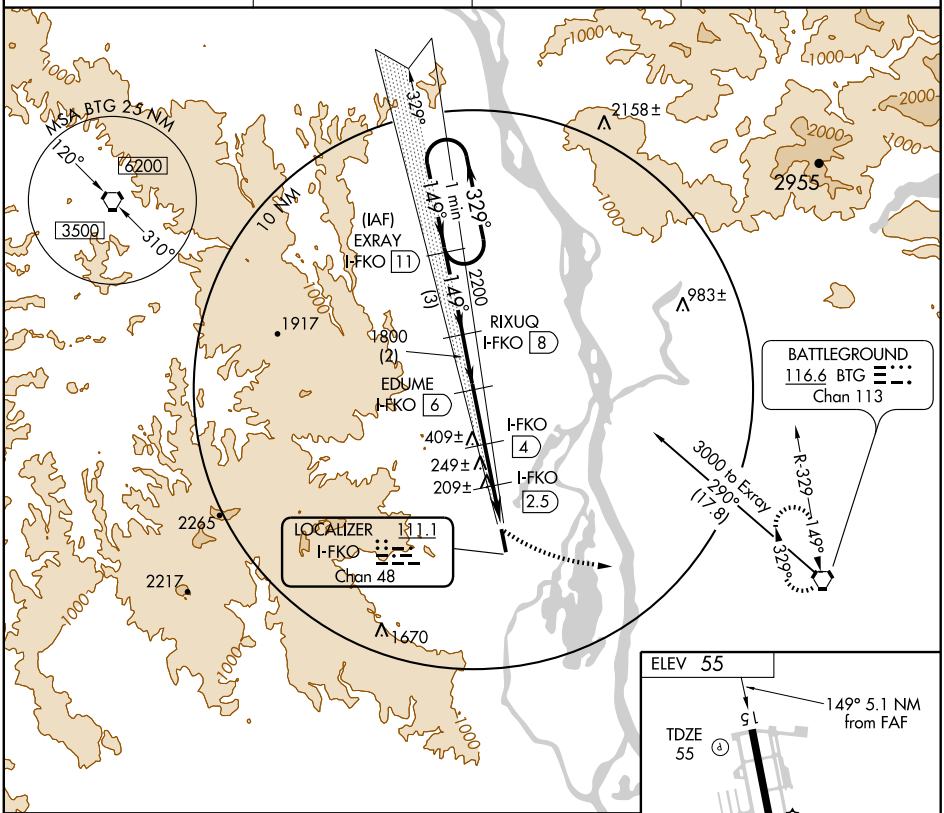
LOC/DME RWY 15

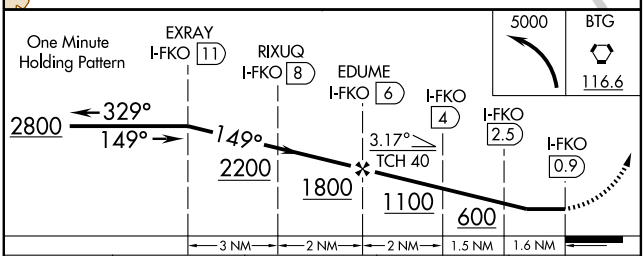
SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

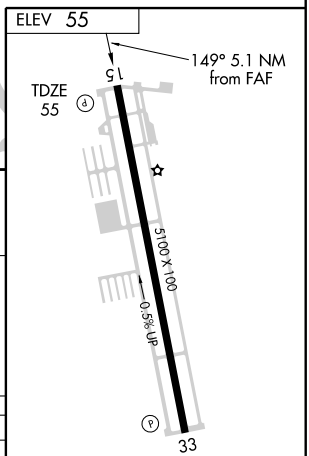
Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 5000 direct BTG VORTAC and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.875	124.35 299.2	121.65	122.8 (CTAF)







CATEGORY	A	B	C	D
S-15	460-1 405 (500-1)		460-1¼ 405 (500-1¼)	
CIRCLING	480-1 425 (500-1)	520-1 465 (500-1)	520-1½ 465 (500-1½)	620-2 565 (600-2)

REIL Rwy 15
MIRL Rwy 15-33

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

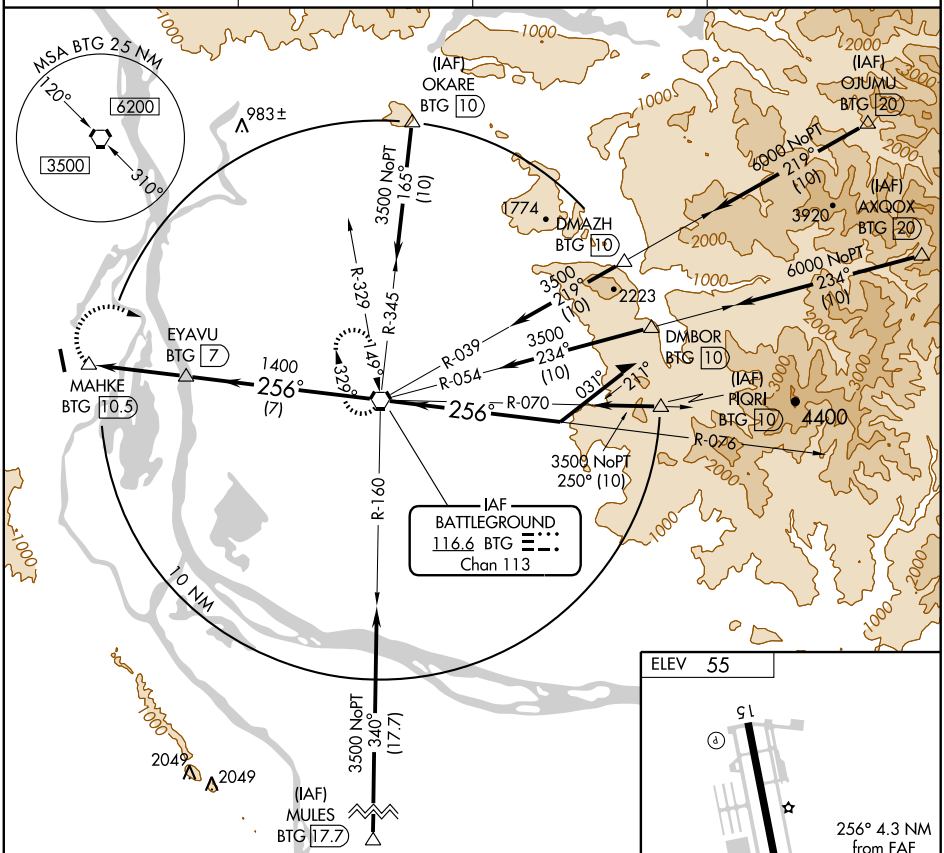
VORTAC BTG	APP CRS	Rwy Idg	N/A
116.6	256°	TDZE	N/A
Chan 113		Apt Elev	55

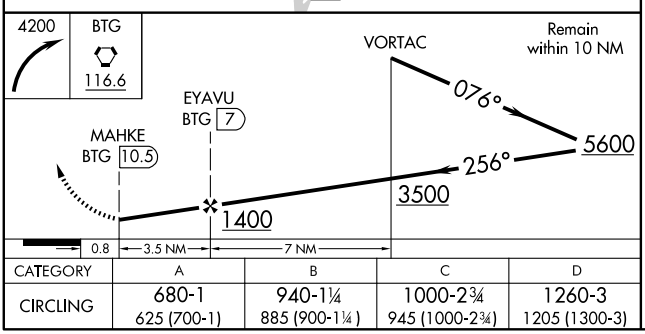
VOR/DME or GPS-A

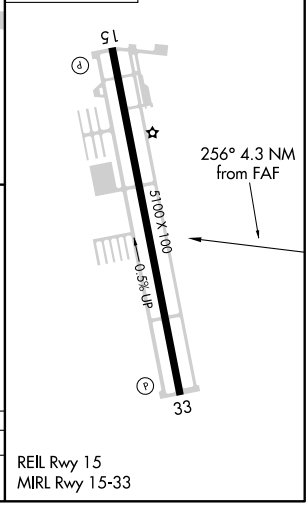
SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

MISSED APPROACH: Climbing right turn to 4200 direct BTG VORTAC and hold.

ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.875	124.35 299.2	121.65	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	680-1 625 (700-1)	940-1¼ 885 (900-1¼)	1000-2¾ 945 (1000-2¾)	1260-3 1205 (1300-3)

REIL Rwy 15
MIRL Rwy 15-33

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

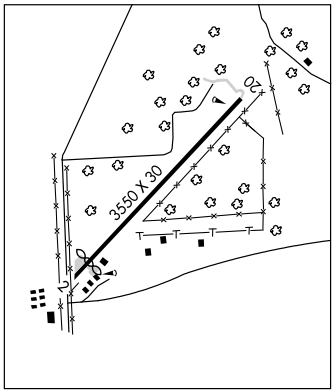
SISTERS EAGLE AIR (6K5) 1 N UTC−8(−7DT) N44°18.27′ W121°32.35′ KLAMATH FALLS
3168 NOTAM FILE MMV L–1B

RWY 02–20: H3550X30 (ASPH) S–4
RWY 02: Thld dsplcd 340′ Tree. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rising terrain off departure end of Rwy 02. Check density altitude/acft performance prior to tkf. Avoid overflights of homes to northeast. Pilots may consider a departure climb over meadow approximately 45° to the left of the departure end of Rwy 02. Rwy 02–20 numbers and centerline smaller than std. Landing fee.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 269° 10.6 NM to fld. 4101/18E. **HIWAS.**



SKYPORT (See CORNELIUS)

SOUTHWEST OREGON RGNL (See NORTH BEND)

SPORTSMAN AIRPARK (See NEWBERG)

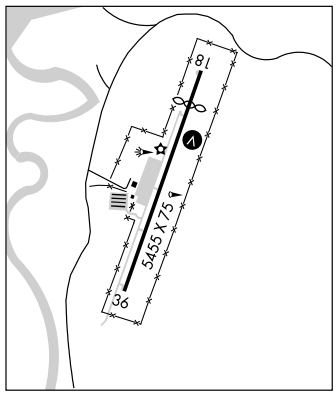
STARK'S TWIN OAKS AIRPARK (See HILLSBORO)

SUNRIVER (S21) 1 W UTC−8(−7DT) N43°52.58′ W121°27.18′ KLAMATH FALLS
4164 B **FUEL** 100LL, JET A, A+ TPA—5164(1000) NOTAM FILE MMV H–1B, L–1A, 11A
RWY 18–36: H5455X75 (ASPH) S–30 LIRL IAP
RWY 18: VASI(V2L)—GA 3.5° TCH 22′. Thld dsplcd 988′. Tree. Rgt tfc. **RWY 36:** Trees.

AIRPORT REMARKS: Attended 1 Apr–15 May 1630–0100Z‡, 16 May–15 Jun 1600–0200Z‡, 16 June–15 Sep 1600–0200Z‡, 16 Sep–15 Oct 1600–0130Z‡, 16 Oct–30 Nov 1600–0100Z‡, 1 Dec–31 Mar 1630–0030Z‡. After hrs fuel call 541–593–4603 for insructions or call after hrs emergency 541–480–1688. Flocks of waterfowl invof arpt. For fuel after hrs phone 541–593–1000. For noise abatement departing acft are urged to climb west of arpt prior to turning on course. ACTIVATE LIRL Rwy 18–36 and VASI Rwy 18—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (MC MINNVILLE RADIO)
SEATTLE CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 178° 23.5 NM to fld. 4101/18E. **HIWAS.**



THE DALLES N45°42.82′ W121°06.06′ SEATTLE
RCO 122.65 (SEATTLE RADIO) L–13A

RNAV (GPS) RWY 18

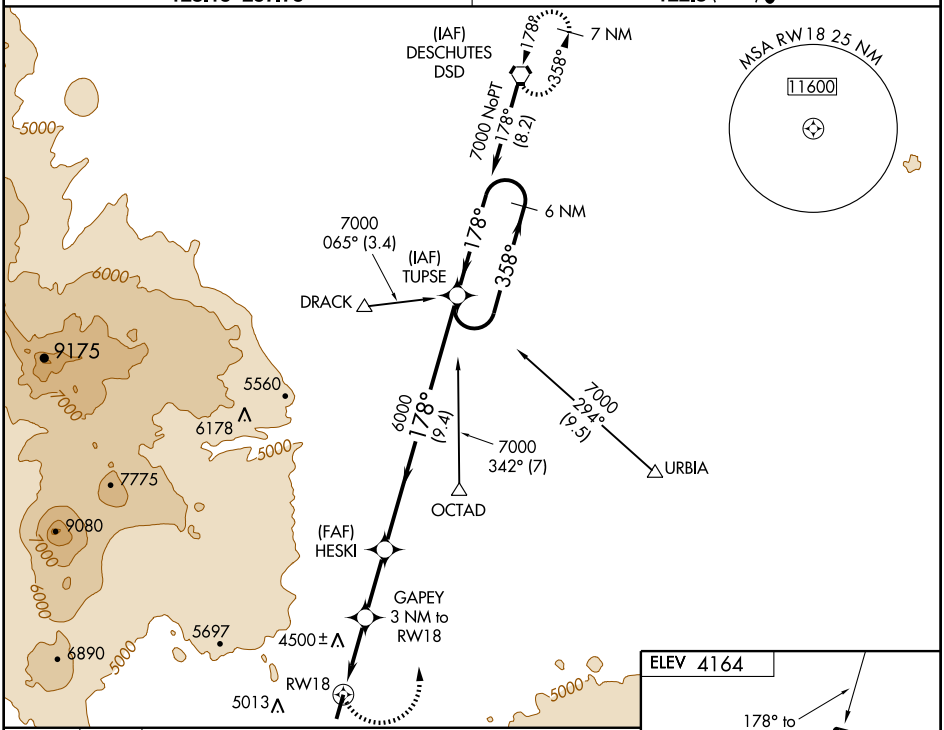
SUNRIVER (S21)

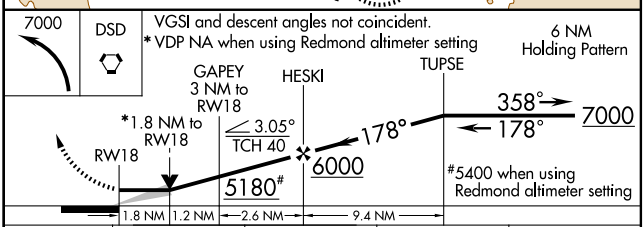
APP CRS	Rwy Idg	4467
178°	TDZE	4162
	Apt Elev	4164

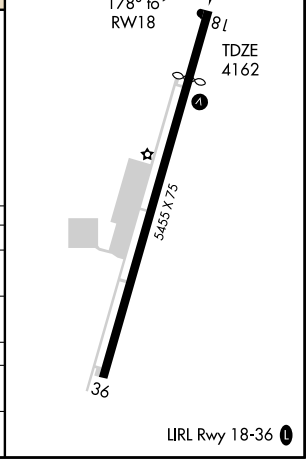
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling NA at night to Rwy 36.
Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.

MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4760-1 598 (600-1)		4760-1½ 598 (600-1½)	4960-2½ 798 (800-2½)
CIRCLING	4920-1 756 (800-1)	4920-1¼ 756 (800-1¼)	5040-2½ 876 (900-2½)	5380-3 1216 (1300-3)
REDMOND ALTIMETER SETTING MINIMUMS				
LNAV MDA	4980-1 818 (900-1)	4980-1¼ 818 (900-1¼)	4980-2½ 818 (900-2½)	4980-2¾ 818 (900-2¾)
CIRCLING	5140-1¼ 976 (1000-1¼)	5140-1½ 976 (1000-1½)	5260-3 1096 (1100-3)	5580-3 1416 (1500-3)

LIRL Rwy 18-36

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC DSD	APP CRS	Rwy Idg 4467
117.6	178°	TDZE 4162
Chan 123		Apt Elev 4164

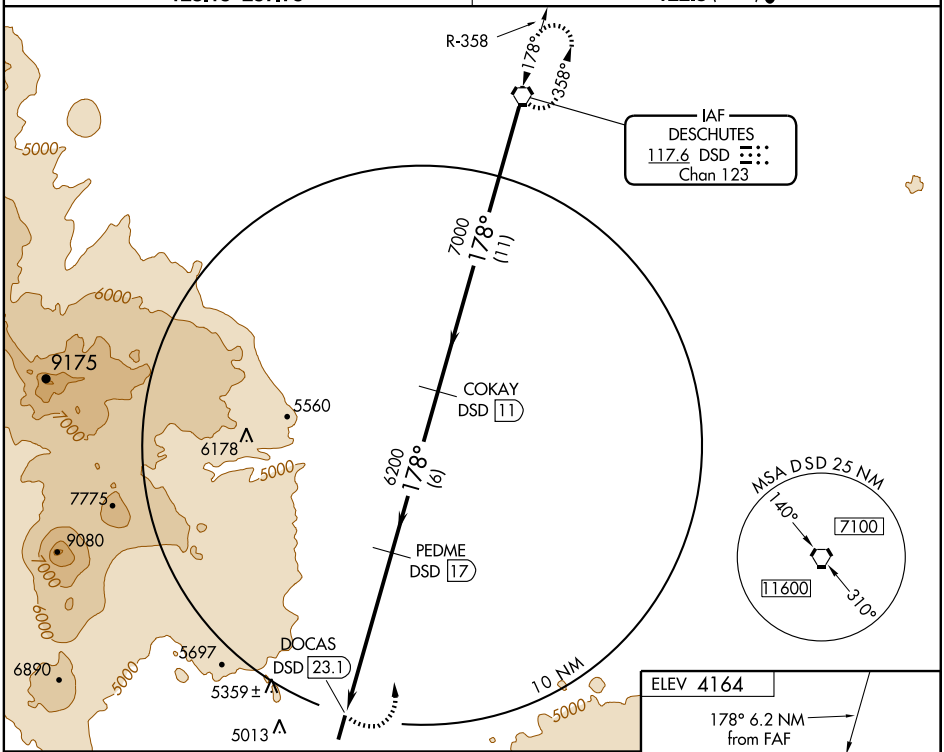
VOR/DME RWY 18

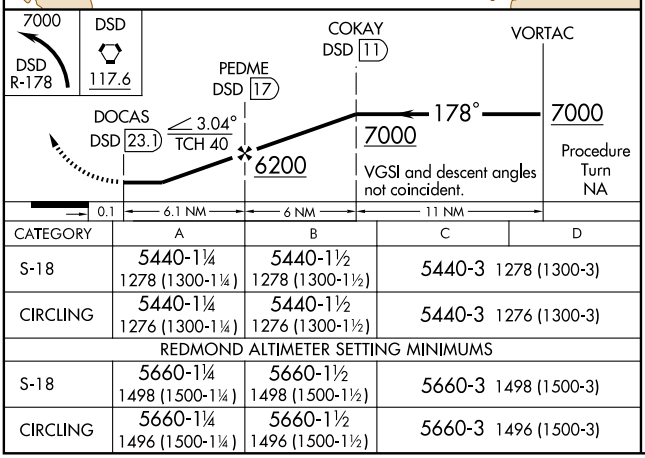
SUNRIVER (S21)

Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.
Circling NA at night to Rwy 36.

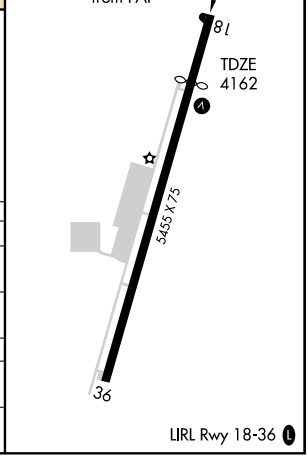
MISSED APPROACH: Climbing left turn to 7000 via DSD R-178 to DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	5440-1¼ 1278 (1300-1¼)	5440-1½ 1278 (1300-1½)	5440-3 1278 (1300-3)	
CIRCLING	5440-1¼ 1276 (1300-1¼)	5440-1½ 1276 (1300-1½)	5440-3 1276 (1300-3)	
REDMOND ALTIMETER SETTING MINIMUMS				
S-18	5660-1¼ 1498 (1500-1¼)	5660-1½ 1498 (1500-1½)	5660-3 1498 (1500-3)	
CIRCLING	5660-1¼ 1496 (1500-1¼)	5660-1½ 1496 (1500-1½)	5660-3 1496 (1500-3)	



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

THE DALLES

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC−8(−7DT)

SEATTLE
H–1B, L–13A
IAP

N45°37.11′ W121°10.04′

247 B S4 **FUEL** 100LL, JET A NOTAM FILE DLS

RWY 12–30: H5097X100 (ASPH) S–30, D–30 MIRL 0.6% up SE

RWY 12: Thld dsplcd 200′. Trees. **RWY 30:** REIL.

RWY 07–25: H4647X100 (ASPH) S–30, D–30 MIRL 0.7% up E

RWY 07: Thld dsplcd 440′. Trees. **RWY 25:** Thld dsplcd 196′.

AIRPORT REMARKS: Attended 1600–0200Z‡. Waterfowl on and inovf arpt. PPR for overweight ldgs. Mtns byd 5000′ approach Rwy 30. Arpt physically located in state of Washington. ACTIVATE MIRL Rwy 12–30, Rwy 07–25 and REIL Rwy 30–CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767–1726.

COMMUNICATIONS: CTAF/UNICOM 123.0

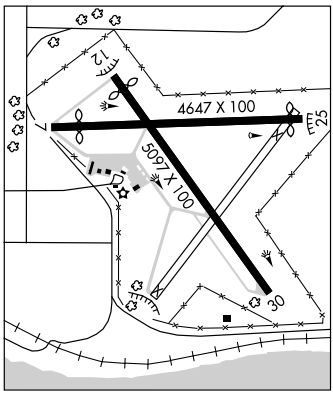
THE DALLES RCO 122.65 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 185° 6.4 NM to fld. 3220/21E. **HIWAS.**

ILS/DME 109.35 I–DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° right of course.



TILLAMOOK (TMK) 3 S UTC−8(−7DT) N45°25.10′ W123°48.86′

SEATTLE
H–1B, L–1C
IAP

36 B **FUEL** 100LL, JET A NOTAM FILE TMK

RWY 13–31: H5001X100 (ASPH) S–60, D–75, 2D–125 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Fence.

RWY 31: PAPI(P2L)—GA 3.5° TCH 40′. Brush.

RWY 01–19: H2910X75 (ASPH) S–40, D–46, 2D–67 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 45′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.

AIRPORT REMARKS: Attended 1700–0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of birds on or near arpt. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr continuously.

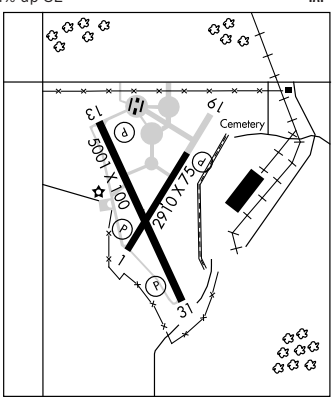
WEATHER DATA SOURCES: AWOS–3 120.0 (503) 842–8792.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 256° 35.6 NM to fld. 1440/21E. **HIWAS.**



TOKETEE STATE (See CLEARWATER)

TOLEDO STATE (5S4) 1 SW UTC−8(−7DT) N44°36.06′ W123°56.37′

SEATTLE

7 TPA—1007(1000) NOTAM FILE MMV

RWY 13–31: H1750X40 (ASPH)

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer and waterfowl invof of arpt. Owner advises contact with Department of Aviation 503–378–4880 prior to use. Trees in transition area. Rwy 13 has 120′ trees near centerline, curve apch path from over water. Unpaved ramp and twy.

COMMUNICATIONS: CTAF 122.9

TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE.

SEATTLE

NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

LOC/DME I-DLS	APP CRS	Rwy Idg	4451
109.35	234°	TDZE	243
Chan 30 (Y)		Apt Elev	247

COPTER LDA/DME RWY 25

THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

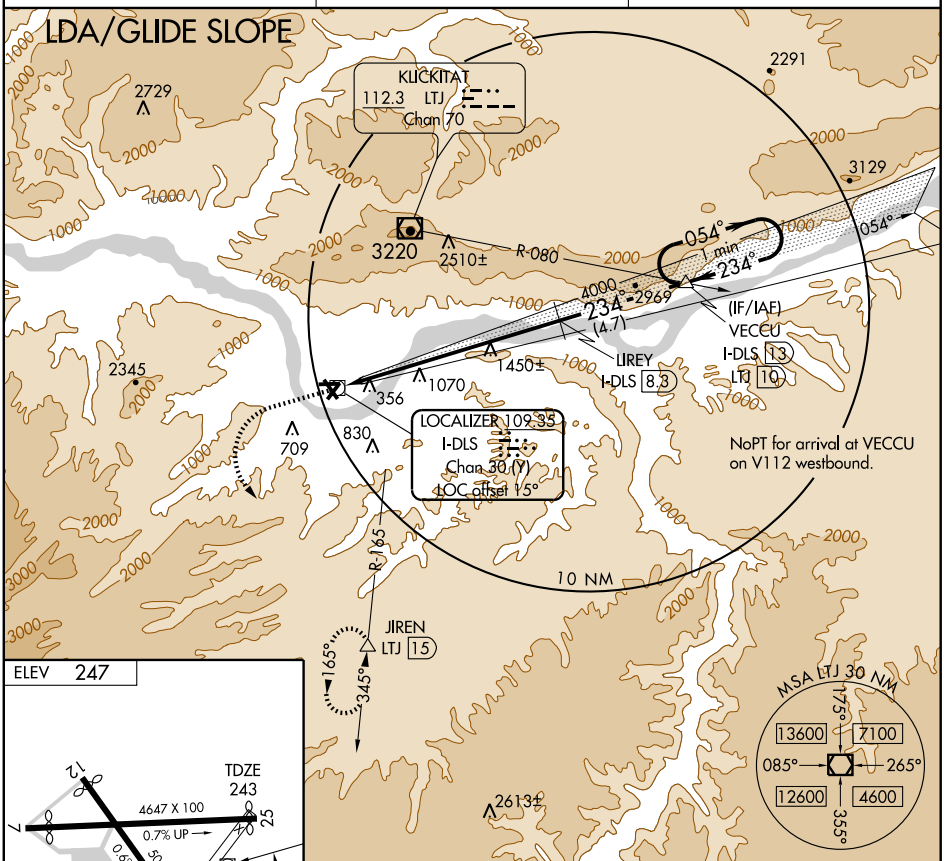
T NA — Glide slope provided by standard glide slope equipment. If local altimeter setting not received, procedure NA.

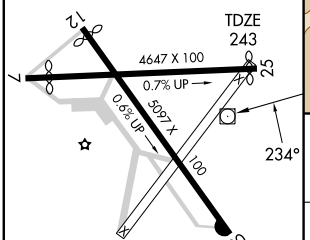
MISSED APPROACH: Climb to 1200 then climbing left turn to 7000 via heading 125° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

NW-1, 23 SEP 2010 to 21 OCT 2010

LDA/GLIDE SLOPE

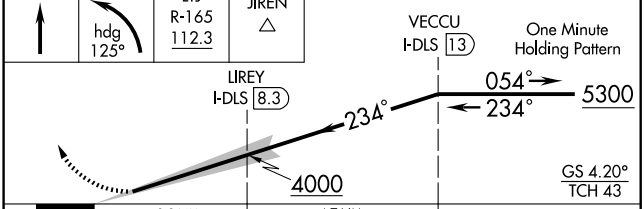




REIL Rwy 30 L
MIRL Rwys 7-25 and 12-30 L

1200	7000	LTJ	JIREN
↑	hdg 125°	R-165	△
		112.3	

Use I-DLS DME when on the localizer course.



CATEGORY	COPTER	B	C	D
H-LDA/GS 25	783-1½ 540 (600-1½)	NA		

LOC/DME I-DLS	APP CRS	Rwy Idg	4451
109.35	234°	TDZE	243
Chan 30 (Y)		Apt Elev	247

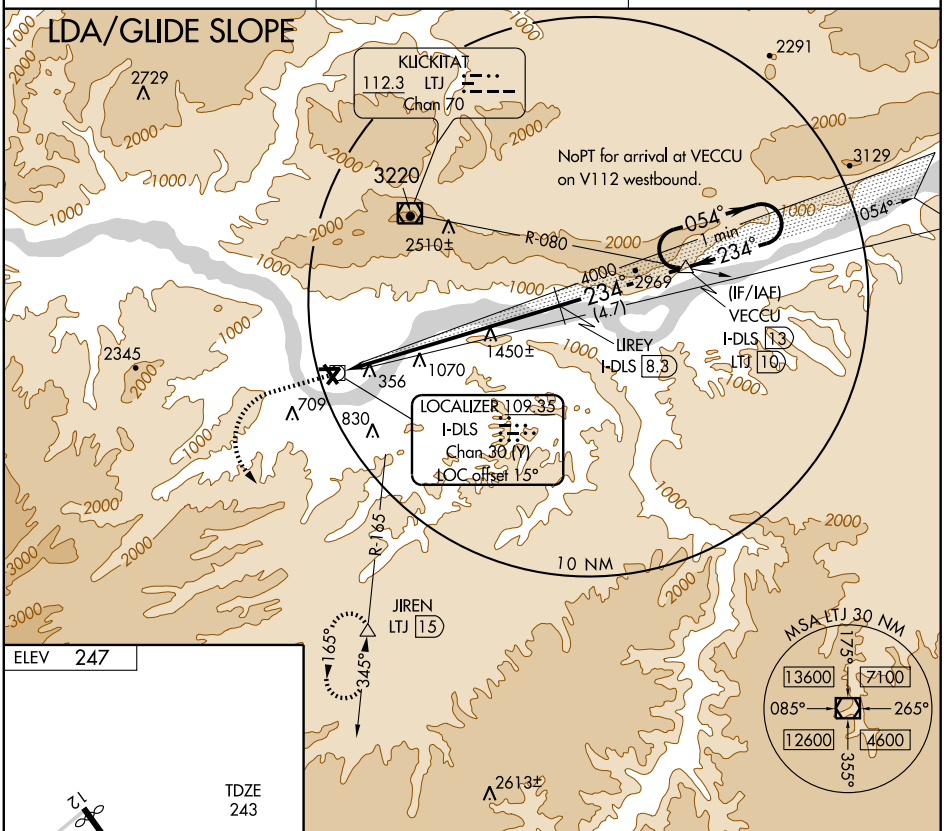
LDA/DME RWY 25

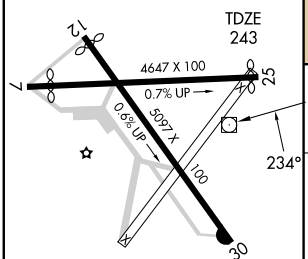
THE DALLES/ COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA — Glide slope provided by standard glide slope equipment. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 via heading 135° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L



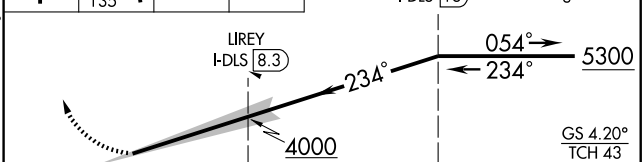


REIL Rwy 30 L
MIRL Rwys 7-25 and 12-30 L

1600	7000	LTJ	JIREN
↑	hdg 135°	R-165	△

Use I-DLS DME when on the localizer course.

VECCU I-DLS 13 — One Minute Holding Pattern



CATEGORY	A	B	C	D
S-LDA/GS 25	1368-2¾	1125 (1200-2¾)		NA

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	247

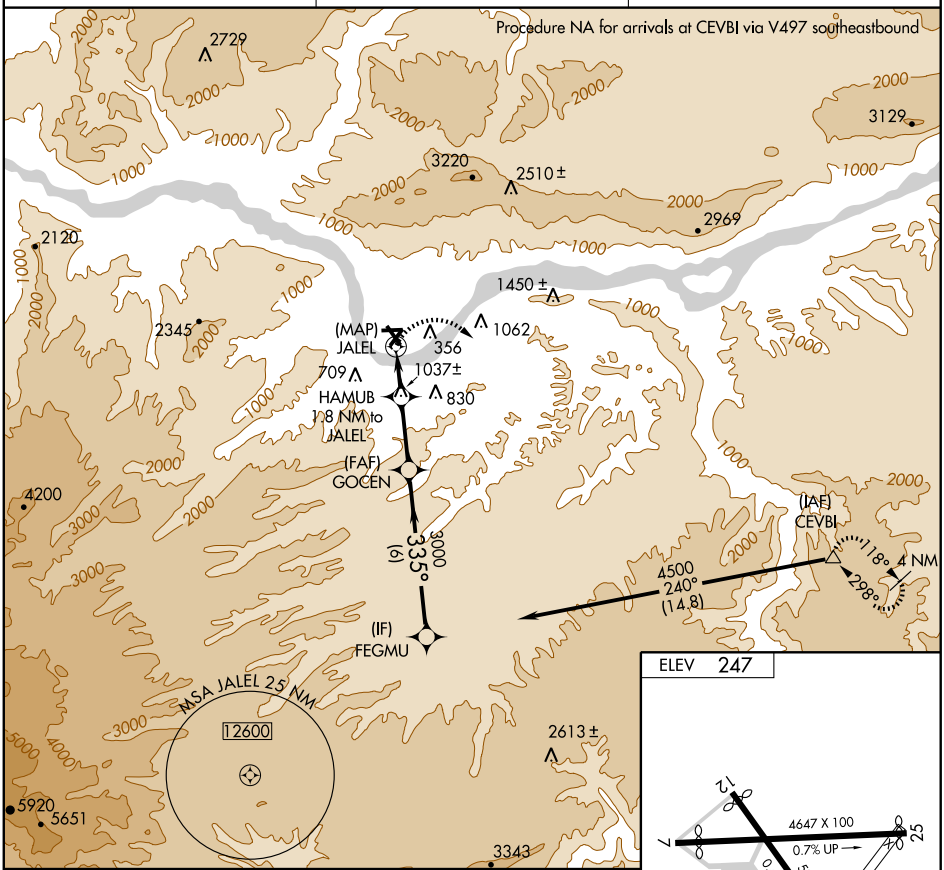
RNAV (GPS)-A

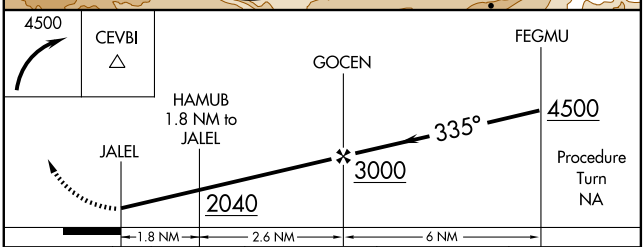
THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

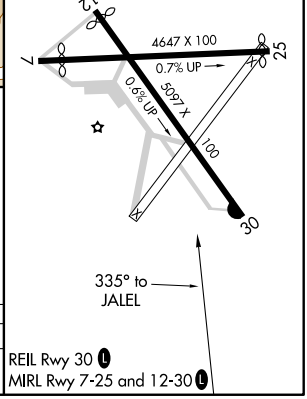
DME/DME RNP-0.3 NA. Circling to Rwy 7 NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4500 direct CEVBI and hold.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1320-1¼ 1073 (1100-1¼)	1320-1½ 1073 (1100-1½)	1320-3 1073 (1100-3)	1360-3 1113 (1200-3)

REIL Rwy 30 L
MIRL Rwy 7-25 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

THE DALLES

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC−8(−7DT)

SEATTLE
H–1B, L–13A
IAP

N45°37.11′ W121°10.04′

247 B S4 **FUEL** 100LL, JET A NOTAM FILE DLS

RWY 12–30: H5097X100 (ASPH) S–30, D–30 MIRL 0.6% up SE

RWY 12: Thld dsplcd 200′. Trees. **RWY 30:** REIL.

RWY 07–25: H4647X100 (ASPH) S–30, D–30 MIRL 0.7% up E

RWY 07: Thld dsplcd 440′. Trees. **RWY 25:** Thld dsplcd 196′.

AIRPORT REMARKS: Attended 1600–0200Z‡. Waterfowl on and inovf arpt. PPR for overweight ldgs. Mtns byd 5000′ approach Rwy 30. Arpt physically located in state of Washington. ACTIVATE MIRL Rwy 12–30, Rwy 07–25 and REIL Rwy 30–CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767–1726.

COMMUNICATIONS: CTAF/UNICOM 123.0

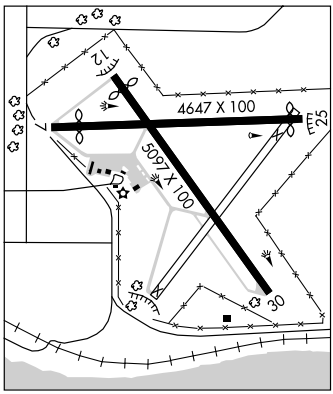
THE DALLES RCO 122.65 (SEATTLE RADIO)

SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81′ W121°06.05′ 185° 6.4 NM to fld. 3220/21E. **HIWAS.**

ILS/DME 109.35 I–DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° right of course.



TILLAMOOK (TMK) 3 S UTC−8(−7DT) N45°25.10′ W123°48.86′

SEATTLE
H–1B, L–1C
IAP

36 B **FUEL** 100LL, JET A NOTAM FILE TMK

RWY 13–31: H5001X100 (ASPH) S–60, D–75, 2D–125 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Fence.

RWY 31: PAPI(P2L)—GA 3.5° TCH 40′. Brush.

RWY 01–19: H2910X75 (ASPH) S–40, D–46, 2D–67 MIRL

RWY 01: PAPI(P2L)—GA 4.0° TCH 45′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.

AIRPORT REMARKS: Attended 1700–0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of birds on or near arpt. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr continuously.

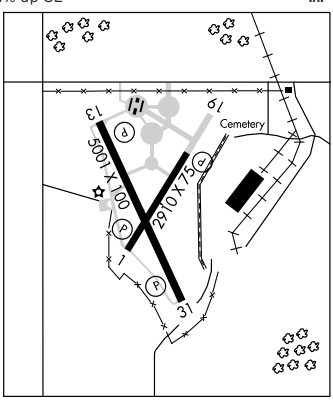
WEATHER DATA SOURCES: AWOS–3 120.0 (503) 842–8792.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 256° 35.6 NM to fld. 1440/21E. **HIWAS.**



TOKETEE STATE (See CLEARWATER)

TOLEDO STATE (5S4) 1 SW UTC−8(−7DT) N44°36.06′ W123°56.37′

SEATTLE

7 TPA—1007(1000) NOTAM FILE MMV

RWY 13–31: H1750X40 (ASPH)

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Numerous deer and waterfowl invof of arpt. Owner advises contact with Department of Aviation 503–378–4880 prior to use. Trees in transition area. Rwy 13 has 120′ trees near centerline, curve apch path from over water. Unpaved ramp and twy.

COMMUNICATIONS: CTAF 122.9

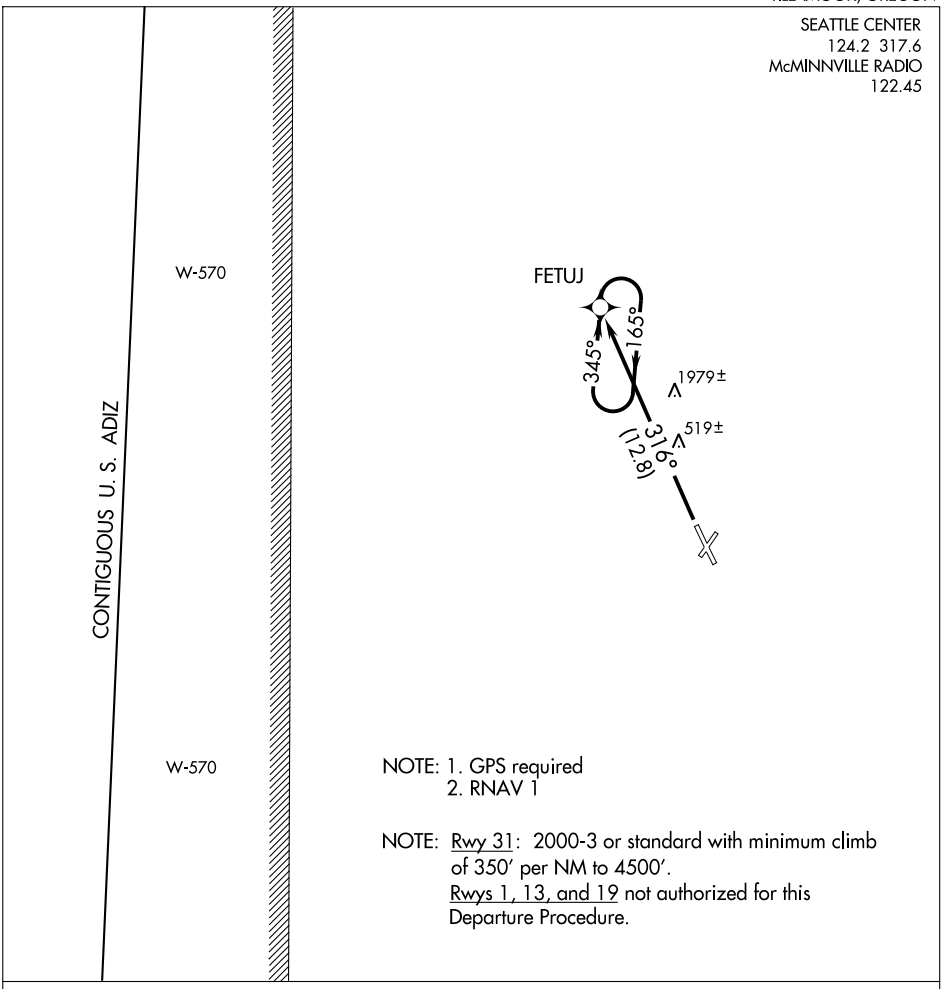
TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE.

SEATTLE

NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

FETUJ ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.45



NOTE: 1. GPS required
2. RNAV 1

NOTE: Rwy 31: 2000-3 or standard with minimum climb of 350′ per NM to 4500′.
Rwys 1, 13, and 19 not authorized for this Departure Procedure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31: Climb to 5000 via 316° course to FETUJ WP.

Northbound aircraft continue on course to assigned altitude.

Southbound aircraft continue climb in FETUJ WP holding pattern (south, right turn, 345° inbound) to MEA for assigned route before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5001
136°	TDZE	28
	Apt Elev	36

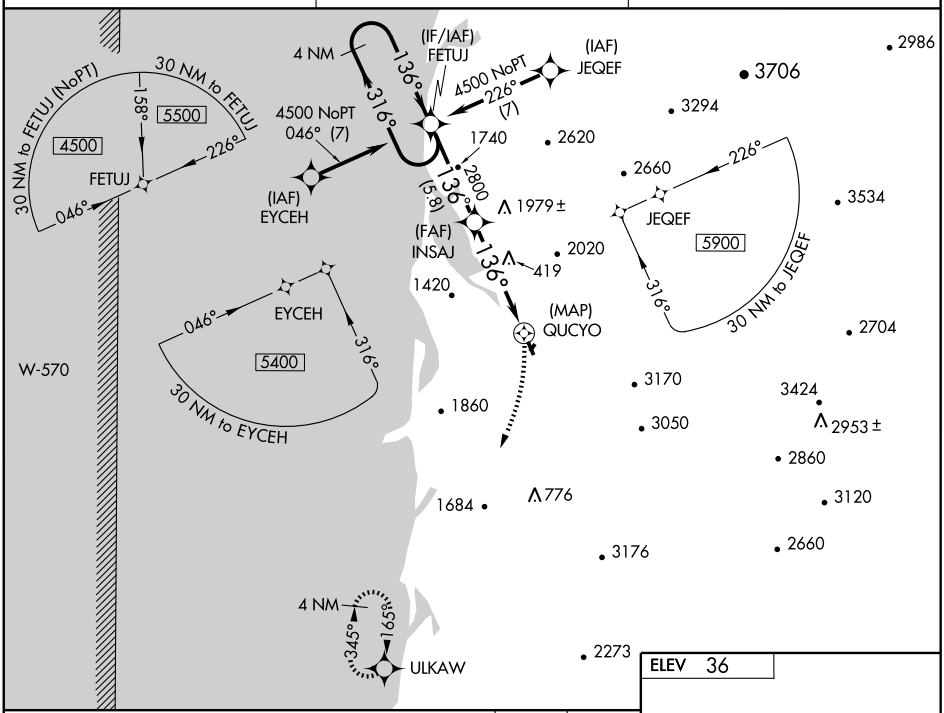
RNAV (GPS) RWY 13

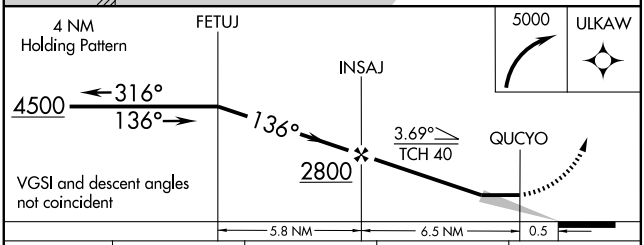
TILLAMOOK (TMK)

When local altimeter setting not received, use Astoria altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling NA Rwy 1-19 at night.

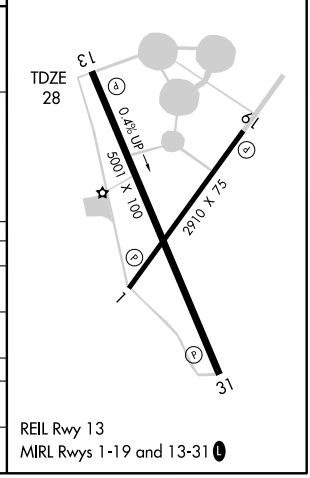
MISSED APPROACH: Climbing right turn to 5000 direct ULKAW WP and hold.

AWOS-3	SEATTLE CENTER	UNICOM
120.0	124.2 317.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	760-1 732 (800-1)		760-2 732 (800-2)	NA
CIRCLING	880-1 844 (900-1)	920-1¼ 884 (900-1¼)	920-2¾ 884 (900-2¾)	NA
ASTORIA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1280-1¼ 1252 (1300-1¼)	1280-1½ 1252 (1300-1½)	1280-3 1252 (1300-3)	NA
CIRCLING	1420-1¼ 1384 (1400-1¼)	1460-1½ 1424 (1500-1½)	1460-3 1424 (1500-3)	NA



REIL Rwy 13
MIRL Rwys 1-19 and 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010